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HISTORY

OF

SEATTLE, WASHINGTON

*WITH ILLUSTRATIONS AND BIOGRAPHICAL SKETCHES
OF SOME OF ITS PROMINENT MEN AND PIONEERS*

EDITED BY
FREDERIC JAMES GRANT

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Very respectfully
A. A. Denny

SEATTLE.

"Surely the isles shall wait for thee, and the ships of Tarshish first, to bring thy sons from afar and thy daughters from the ends of the earth."

Pearl of Columbia's far Pacific seaboard,
Beacon of culture's farthest reaching rays,
Before thee lies an affluence of record
Of deeds and 'chievements wrought in thy latter days

Say! if the waves that on thy beaches thunder
Ever have spent themselves on fairer sands than thine
Tell! if Jove's bolts which rive the trees asunder,
Ever have fleshed themselves in statelier pine.

Giant of fair Columbia's hardy offspring!
Tyre of commerce! Babylon of trade!
By faith I see thy fast approaching dayspring,
Thy wealth, thy beauty, sure in the decades laid.

For not in vain the furnace smokes and smolders,
With throes of Titans under Etna hurled,
And Atlas here must square again his shoulders
To bear anew the burden of a world.

Lode-star that shapes the carrier vessel's motion,
Inspired, I read thy greatness without bound.
Thy marts, thy navies gliding through the ocean,
And thou, thyself, the Queen of Puget Sound

W. P. HENEAGE.

Sunday, March 18, 1887.

PREFACE

A HISTORY of Seattle can be nothing more than a chapter from an uncompleted volume. The story of the city's life has but begun and it will continue to unfold so long as physical and social conditions in North America remain unchanged. Seattle has in the future many years—many centuries—of life, and the past affords only the beginning of the story. This history can, therefore, be regarded as a story of the pioneer days of Seattle. It covers a period of only forty years, and as future time passes this period will become more and more homogeneous in appearance. We who reside in Seattle to-day do not regard ourselves as in any sense pioneers. The substantial city of the present apparently has little in common with the frontier settlement of twenty-five years ago. But to the resident of Seattle a century or two centuries hence, to-day will be linked with yesterday as the days of the pioneers. The time intervening between the events that have marked the city's history hitherto—the siege, the lynching, the anti-Chinese riot, the great fire—will appear less and less. In the long perspective of the future, the present and the recent past will seem almost as one. It is in this sense, therefore, that the present volume is said to contain only the history of the pioneer days of Seattle.

Even at this comparatively early day, however, the preparation of a history of Seattle is attended with difficulties. The sources of information are not so plentiful as might be supposed. The written records of Seattle's past are exceedingly scanty. In the absence of such records the historian is compelled to depend upon the memories of the actors in the scenes described. When information is derived from this source alone, there are frequently contradictions which seem inexplicable. No two men view an occurrence in precisely the same way, and no two men remember it alike. Where the information gathered in this manner seemed to conflict, every effort was made by those who prepared the present work to acquaint themselves with the real facts. There may be points in which the conclusion reached differs materially from the recollections of the majority, but I believe that in all material points the history is as correct as patient research could make it. As to the events of more recent years, the files of the newspapers have, of course, been an invaluable mine of information, but the story of earlier events is based almost entirely upon the memories of those who witnessed them. In this connection I wish to acknowledge the indebtedness of the compilers of the history to the old settlers, who, with only a few exceptions, willingly rendered valuable assistance in its preparation. To Hon. Arthur A. Denny, especially, is such an acknowledgment due.

My own connection with the work has been entirely that of an editor. I have carefully read the manuscript and have endeavored to verify the facts where a doubt seemed to exist or when a question arose in my own mind. I have rewritten a few pages of the work where it seemed to me to be necessary in order to give the local touch which only a resident of the city could impart. Except in the biographies, where a greater degree of freedom was permitted, I have been careful to exclude all statements which did not seem to be capable of verification and all conclusions not fully justified by the facts.

I am glad to acknowledge the intelligent and faithful work done by Mr. O. F. Vedder and Mr. H. S. Lyman in the preparation of this book. They are its real authors. They wrote it, and I merely read it, as a severe critic, in advance of its publication. To these gentlemen, who have been patient, diligent and painstaking in their work, the people of Seattle are greatly indebted. They have brought to light many facts which had long since been forgotten, and have done much to render complete and trustworthy the story of the early days of Seattle.

FREDERIC JAMES GRANT.

SEATTLE, Wash., April 4th, 1891.

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HISTORY OF SEATTLE.

CHAPTER I.

INTRODUCTORY.

Causes tending to the Growth and Development of the Pacific Coast—Geographical Position and Topography of Seattle—Commercial Advantages—Value of Puget Sound—How Seattle Satisfies the Requirements of a Commercial City—Water and Rail Communications—Advantages for Residence—Natural Beauty of Surroundings—Description of the Country Adjacent and Tributary to Seattle—Its Pioneer Settlers, Growth and Present Development—Productions of Western Washington—Quality and Extent of Iron, Coal and Timber—Agricultural Resources of Washington.

THE greater part of the history of a city like Seattle is yet to be made. It is but at the beginning of its career.

The future of the Pacific Coast of America may be easily foreseen. Its growth is not a matter of conjecture, but is as certain as the continuance of the human race and the economic principles that determine human action.

It is the law of enterprise that exertion will always be put forth in those places and in those conditions which give assurance of the greatest returns according to the effort expended. It is moreover a simple fact of social growth that as the natural advantages of the old centres of population become more and more fully occupied and monopolized, the rewards of the labor and industry of the masses of the people become more and more reduced to the level of actual living expenses, so that in the old Asiatic and European world from ninety to ninety-nine per cent. of the people can never do more than earn the means of an average style of subsistence. The surplus of their labor, whatever it may be, goes to governmental or business monopolies. With the growth of the older states of America a like condition is beginning to appear. In all the old countries, therefore, and in the older states of our own country, the people are always impelled to seek for new places or conditions where their toil may be adequately rewarded and a full return for their exertion is assured.

To bring the motive for departure from an old and densely peopled country into positive action, the only pre-requisite is general intelligence.

All Europeans know that life in America is easier and labor more profitable than in their native land, and this very knowledge is operating, and always will operate, to relax their natural love of home and country, and bring them hither. The chief obstacle—that of the expense of transportation—is diminished constantly by the growth of transportation companies to whom it is an advantage to have large bodies of emigrants cross the ocean.

The causes which precipitate population upon the Alantic coast of America act all the more energetically to move it across the continent to the Pacific Coast. The simple mention of this fact, and the naming of these causes, is sufficient to bring to notice the certainty of the future growth of our coast.

Old World difficulties will drive the people even into regions where the climate is less comfortable and the soil less productive than of the regions which they leave. How much more rapidly and thoroughly these must act when the region to which it impels them is one of climatic salubrity and prolific soil, may readily be conceived.

Without many words or much philosophising, however, it may be admitted that population in the United States will rapidly tend to spread itself about evenly over the national area, according to natural advantages, until no one place has any special pre-eminence over another, so far as rewards of labor are concerned, or until the density of population, growth of business and governmental monopolies burden industry about equally in all parts; until the level of average subsistence for the masses has been reached in all parts alike. If this be true, the state of Washington should at length have a population equal to that of the states of New Jersey, Maryland, Delaware and Pennsylvania combined, or nearly 10,000,000 inhabitants, with cities like Jersey City, Baltimore and Philadelphia.

To say how soon these figures will be reached would be questionable. Manifest causes sometimes act with unaccountable slowness; but the difficulties in the way of Washington reaching its capacity are but trifling. With its very complete system of rail communication, the transfer of population presents no great difficulty. The only restraint so far as appears, is insufficiency of work for emigrants as fast as they arrive. The stimulus to bring them must be work more steady and profitable than where they come from. Just so fast as the people now in Washington, or those operating here, can project and carry on work to employ new comers, so fast will the state approach its maximum population.

At the rate which railroad building, and other enterprises are being pushed, our capacity of absorption is very great. The population of the state increased five-fold during the last decade. If we suppose the increase to continue at about this rate for the next decade, and then fall at the rate of one-half for each thereafter we should have the following results: 1900, 1,500,000; 1910, 3,750,000; 1920, 4,687,-500; and from that time an increase of perhaps 1,000,000 per decade—conditions continuing substantially the same as at present. Seattle as one of the principal cities would grow accordingly. It is, therefore, fully justifiable to speak of this city as having the most of its career before it. All that is to be done in this volume is to give an account of its beginning. Nevertheless that beginning is much. It will always be the most interesting and entertaining period of the whole. In a certain way it will be the most instructive, and must embrace most of that which is romantic and adventurous.

The future may have much to tell of business schemes, of the launching of great transportation and manufacturing enterprises, with improved municipal methods and general advancement in the comfort and welfare of the people.

But to the past, short as it has been, must ever belong the story of the discovery and location of the site; the hand to hand struggle with the natural difficulties of a new and remote settlement; of the conflict with the Indians, who disputed possession, and the conflict with rivals that expected to walk over her dead body to their own metropolitan splendor. It will also be a difficult matter for any one in the future, however strong and able he may be, to stand out in the clear, bold outline of the pioneers who made the place. The future will estimate its citizens in the aggregate, by numbers of souls, by numbers of dollars, by banking capital, and by ships cleared, or passengers passed from the depots; but the past has already measured the pioneers of Seattle as individual men, with their characteristics and labors apportioned to each. It is to make a record of their exertion, therefore, together with what has already sprung from it, that we now address ourselves.

GEOGRAPHICAL POSITION.

The bold and strongly marked features of the North Pacific Coast are well understood. Making an observation toward the east from the ocean shore, the topography appears as a succession of mountain chains and interjacent basins, each new elevation larger and more imposing, and the corresponding basin broader and more extensive. Thus passing over the Coast Range, or their northern extension, the Olympic Mountains, thirty to fifty miles, the Puget Sound basin is reached, with its extension on the south of the upper Chehalis and the lower Cowlitz valleys. Including the waters of the Sound itself, with its arms, inlets and passages, to the British line on the north, there is found in Western Washington a depression measuring three degrees of latitude by one and a half of longitude, or something upwards of two hundred statute miles by sixty, or some 12,000 square miles. The Cascade Mountains on the east, although more lofty, are a narrower range than the Olympic. On their eastward slopes they break down, by long tables, to the great plains of the Columbia, which, with a few somewhat isolated mountain ridges like the Peshastin, Simcoe, and the flanks of the Blue and Cœur d'Alene Mountains, make up the immense pastoral and grain raising belt of the State, measuring some four degrees of longitude by three of latitude, or upwards of 30,000 square miles, more than half of which is arable.

By the Cascade Range Washington is cut into two distinct sections. Another geographical feature, equally obvious, is the long passage way between the Coast and Cascade Mountains, continuing almost without a break from the northern boundary of California through Oregon and Washington to, and far into, the British possessions, with sheltered waterways into Alaska. This is a depression extending across seven degrees of latitude in the United States and nearly six in British Columbia; and it continues northward, among the straits, gulfs and islands and the sea-looking valleys of Alaska for ten degrees farther, making for it nearly twenty-five degrees of latitude, or upwards of 1,500 miles. It will average 100 miles in width from crest to crest of the mountains, making an area of 150,000 square miles, one-half of which is arable land, one-quarter waterways, and the rest waste rocks and mountain peaks or ridges. In such a region there must be a great population, much traffic and travel, and many cities.

A peculiarity of this inland system of valleys and basins is the small number of outlets to the sea. There are but two—that formed by the lower Columbia River, and that of the Straits of Juan de Fuca, expanding into the Georgian Gulf and Puget Sound. Juan de Fuca is distant from the Siskiyou Mountains on the south just six degrees, and from the Alaskan boundary just six, being in fact very near the mid-point of the western coast of North America. It is one of the most remarkable inlets on the face of the earth, perhaps having no equal. About eighty miles in length, from Cape Flattery to its junction with Puget Sound, and ten to fifteen miles in width, it is as easy to navigate as the ocean itself, having a depth of water measured by hundreds of fathoms. Assisted by the tides, which run from three to five or more miles per hour, sailing crafts of all kinds pass in and out with expedition and perfect safety. By the Canal de Haro it connects with the great body of water on the north, the Georgian Gulf, which encircles Vancouver Island. By the Rosario Straits, whose crescent channel leaves within its compass the group of the San Juan Islands, entrance is made on the east shore to Bellingham Bay. The great arm reaching south, almost at right angles to the straits—sending out a small arm, however, on a circle to the north and east to set off Whidby Island—penetrates the land for one hundred miles, forming the multitude of bays, inlets and straits which now go collectively by the name of Puget Sound.

It is on this grand body of water, with a shore line over 2,500 miles in length, and exceeding in area any other indentation of our coast, that Seattle is situated. It is on Elliott Bay, an indentation in the east shore of Admiralty Inlet and is in latitude 47 degrees, 35 minutes north, and longitude 122 degrees and 30 minutes west, 140 miles from the sea.

To fix the spot more particularly, it may be regarded as the center of concentric circles, with multiple radii. A radius of twenty-five miles would form a circle the circumference of which would pass on the east, (south of east) through Snoqualmie; on the northeast, Snohomish; on the north, the south end of Whidby island; to the northwest, Port Ludlow; to the west, a few miles into Hood's Canal beyond Seabeck; on the south, (west of south), Tacoma. This circle would include, beginning on the south, Puyallup, Sumner, White River, Renton, Cedar Mountain, Newcastle, Duwamish, Lake Washington, Kirkland, Fall City, Lake Samamish, Snohomish Junction, Mukilteo, two or three towns on Whidby Island, such as Phinney and Useless, and across the sound such important places as Port Madison, Port Gamble, Port Orchard and Port Blakely. In this circle are included three of the most noted rivers on the sound: the Puyallup, Duwamish and the lower end of the Snohomish; all, to be sure, small streams, but unequaled for the fertility of the soil of their meadow lands.

There also are included the three lakes, Union, Samamish and Washington, the former of which is included within the boundaries of Seattle, and on the latter of which she fronts upon the east. Lake Washington is five miles wide, almost thirty miles long and one thousand feet deep. Lake Samamish is beyond the city to the east. The western segment of the circle embraces Admiralty Inlet and the wooded hills toward Hood's Canal, and a portion of the canal itself. This circle is seen to occupy the choicest and mid-most position of the sound basin. Doubling the radius to fifty miles, we have a circle whose circumference passes on the east to the heart of the Cascade mountains through Lake Kichelos. On the northeast, N. N.E., through Skagit; on the north, nearly to Deception Pass, to touch the north end of Whidby Island. On the northwest it reaches New Dungeness, at the upper end of the straits. On the west it penetrates far into the Olympic mountains. On the southwest, S. S. W., it passes through Olympia. By this circle are included the waters and arms and tributary rivers of Puget Sound, and it illustrates the position of Seattle as central to this basin.

Making the radius one hundred miles, we have on the east, E. S. E., Ellensburgh, and E. N. E., Lake Chelan, across the Cascade mountains; on the north the circumference passes the British line; on the northwest it passes Victoria; on the west goes through Destruction Island on the Pacific shore; and south, S. S. W., reaches the Cowlitz Valley within a few miles of Freeport, near the Columbia. This circle illustrates Seattle as central in relation to the north and south boundary of the state, and east and west to the mountain systems.

A radius of two hundred and fifty miles forms a circle including Walla Walla and Spokane Falls, eastward, much of British Columbia northward, the Pacific Ocean shore for three hundred miles to the westward, and extending to Eugene, Oregon, on the south. This illustrates Seattle as central in relation to the great area of population of the North Pacific Coast, where are situated our great industries, such as lumbering, mining, fruit and grain raising, grazing, etc.

The topography of the place should be briefly noticed. Seattle, as has been said, is situated on the east side of Admiralty Inlet having as an immediate frontage the arm known as Elliott Bay. This forms a harbor without doubt the most perfect on the Pacific Coast. Its entrance extends from West Point, or the projection of the point, on the north, to Duwamish Head on the south; the two being nearly three miles apart. This breadth of water is quite continuous for six or seven miles southeastward, in which direction trend the including shores. Thus a water surface of more than twenty square miles is formed, with ample depth at all places, except at the extreme upper end, where the Duwamish Flats are encountered.

The east shore of the bay rises rapidly, in some places abruptly, making a table land of undulating surface of an elevation from one to five hundred feet. At a distance ranging from two to four miles the table breaks down, in places abruptly, upon Lake Washington, the surface of which is about fifteen feet above the level of the bay. The site of the city is on the land between the bay and the lake, on both of which it fronts. A small lake—Lake Union—lies between Lake Washington and the salt water on the west, having an outlet into an arm of the sound entering north of West Point, known as Salmon Bay. Another small body of fresh water—Green Lake—lies still north of Lake Union, soon, like the latter, to be surrounded by the city.

The surface of the city is undulating, and was originally regarded as broken and rugged, but is found to yield most gracefully to grading and improvement, and to grow handsome in the extreme under the expenditure of wealth directed by art.

COMMERCIAL ADVANTAGES.

The term commerce must be understood here in its broadest significance as exchange of all kinds, and by no means be confined to the notion of exchange only with foreign countries.

It is by commerce that the greatest cities are produced—Chicago, New York, London—and any place having truly great facilities in this respect has the potency of greatness. The laws of commercial advantages are two. First, communication with the ocean; and second, a central position in respect to productive and populous territory.

The first of these laws is fully recognized, and its operation is well understood. No one expects a great city—a metropolis—unless it has access by water to the ocean, and thus to all parts of the world. The ocean, with its winds, currents and tides, is the common carrier, and by it only may all parts of the world be reached. There is no example of a great city, unless in ancient times some capital or half military camp of a despot, as Ninevah, which has been out of reach of the ocean. Babylon, Rome, Paris, Berlin and London, although all rising under a condition of things now no longer prevalent, have exemplified the necessity of communication with the open sea. Our own great cities, New York, Chicago, New Orleans and San Francisco, illustrate the same thing to a more marked degree. The fact that commerce now runs as much on rails as on water does not detract from this necessity. Rail communication saves time only at the expenditure of power. Water communication requires time but operates at a minimum of power. Where time is the principal consideration, the rails are the cheapest; where power is chiefly to be economized, water is cheaper. Commerce involves both. Any city depending on one only cannot compete with the one that has both. No city can become metropolitan simply as a railroad center.

The other law is not so well understood, but is, nevertheless, as exact. No city can be great commercially unless it is central to a productive and populous region. It is only when both of these conditions are satisfied that a city may reach pre-eminence. It is not often that a location satisfies both completely; it usually inclines to one rather than the other. A central position did most for Rome, Paris and Berlin. London approximates centrality to England, having a short reach across the island to Liverpool. New York City is a bright example of this in contrast with Boston or Richmond, each of which at one time rivaled her. This emporium of America is central in two respects. First, being near the middle of the line drawn along the Atlantic Coast from the tip of Florida to the tip of New Foundland; and second, being nearest to that point on the coast which could be the centre of a circle having on all sides populous and productive territory. Notice New York's advantage in the latter particular over Boston. Make the latter a centre and draw a circle with a radius of a thousand miles, and you have nearly half the circle only waste water. Make New York the centre of a circle with a radius of a thousand miles, and not more than one-third of the included area is thus waste; her situation being at the obtuse angle of the indented coast line. If, as may be allowed, the advantage of position is in proportion to the area tributary, New York would have an advantage equal to the difference between one-half and one-third, or one-sixth; or the immense advantage of sixteen per cent., which applied to racing horses or racing steamboats, would settle the question very quickly.

The two Canadian cities, Quebec and Montreal, illustrate the same thing, the latter, although farther from the coast, more than making up by central position. Chicago and her rivals afford even a better example. Those old-time rivals were Milwaukee and St. Louis. The latter fell behind, not from any lack of enterprise, but from lack of access to the sea in deep craft, which Chicago enjoyed, to the largest extent of any great inland city, through the lakes. Milwaukee was condemned by the other law—lack of centrality to productive and populous regions. Chicago was located at the end of the long Lake Michigan. A circle with a radius of a hundred miles drawn around her included only a narrow segment of waste water—not above one-fifth of the area inclosed. Milwaukee, on the other hand, was located on the side of the lake. A circle about her with radius one hundred miles embraced as almost half of its area nothing but waste water. This gave Chicago the immense advantage, so far as concerned its immediate area, of forty per cent.

The first law, that of access to the sea, seems almost to negative the second, that of centrality to a productive territory. A point on the coast must necessarily have about half of its surrounding area waste water; while a point that is the centre of a productive territory must be removed some distance from the coast. Of course, one law would nullify the other except for the fact that in some places the ocean throws arms into the land. It is upon these arms that as nearly central as possible, *i. e.*, as far into the land as possible, the conditions are most fully met, and both laws have a chance to operate.

Having called attention to these laws, which no one will care to dispute, let us see how Seattle stands. As to the first, access to the sea, the path from the Pacific ocean through the Straits of San Juan de Fuca, Admiralty Inlet and into Elliott Bay, is perfect. It is a direct road, ten to twenty miles wide, of a depth of hundreds of feet. So far as navigation is concerned it is the same as the ocean, and better—being sheltered from the storms. Practically, therefore, the ocean extends to the wharves of Seattle. The entrance from the sea is ideally perfect; confessedly without a rival. Nothing excels it, and it will always be regarded as the *ne plus ultra* of inlets. The law of metropolitan growth, therefore, requiring connection with the ocean, is fully satisfied. No justification for this statement is required. No statistics, no records of disasters, no reasoning away of seeming difficulties will be necessary. Its complete satisfaction of this law will not be disputed.

The second law is in its nature more obscure in its operation, and will involve the consideration of more complex facts. In examining this subject it may be necessary to compare the site of Seattle with that of other places near or remote—not from any spirit of boasting or any desire to depreciate others, but simply to develop the fact. Is Seattle central? That is, does it occupy a position in the center of productive, or fertile and populous, or well inhabitable territory?

By reference to the section on geographical position it appears that it may be described as the center of concentric circles. A small circle of twenty-five miles radius embraces the most productive meadow lands, the most useful lakes, the most numerous cities and towns, the most valuable mines, the most extensive lumbering points, and the most important harbors on the Sound. If we should suppose this small circle to be all that there was in Washington—a small region surrounded by wilderness—where would the metropolis be except at the center? Through it all points, from Snohomish on the north to Tacoma on the south, and from Snoqualmie on the east to Seabeck on the west, could be most easily reached from any given point in the circle.

Enlarging the circle to a radius of fifty miles, Seattle is seen to be the central point of the Sound basin, from Deception Pass on the north to Olympia on the south, and the crest of the Cascade mountains on the east to the crest of the Olympic mountains on the west. With a radius of a hundred miles, Seattle again appears as a natural center, with Ellensburgh on the east, the British line on the north, Destruction Island on the west, and the Columbia River on the south. With reference to Western Washington, therefore, or to any great division of it, as the Puget Sound basin, Seattle is central. It would seem, therefore, that, other things being equal, it must occupy the position of metropolis—"middle city"—of the hundred mile radius. Comparing it with any other point, such as Whatcom, Port Townsend, Tacoma or Olympia, the hundred mile radius, or any part of it, gives it cultivable and inhabitable territory in all directions beyond that secured by the same means to any one of these. Extending the radius, of course, a segment on the ocean now becomes waste, its diminishing value being retarded, however, by the northwest trend of the coast above the straits and by Vancouver Island.

By the law of central position Seattle must surpass any point on the west side of Admiralty Inlet, or any point to the north, being farther up the Sound and nearer the centre of production. It may be thought, however, that the same law would work disadvantageously to her by compelling the central point to be made still farther up the Sound, at Tacoma or Olympia. It will be noticed at once, however, that there is no advance inland, *i. e.* to the east, by going on up to either of these places; and whatever is gained on the south in productive tributary country is lost on the north. At Elliott's Bay the ocean water ceases to advance toward the heart of the continent, but thence trending south or south-west merely parallels the coast line without gaining anything in perpendicular distance from it. From Olympia directly west to the coast line it is about sixty miles; from Tacoma about eighty; while from Seattle it is above ninety. Seattle is likewise slightly nearer Spokane Falls, the present commercial centre of Eastern Washington, by virtue of its position farther to the east. It is not denied that Tacoma has a magnificent position, almost ideally fulfilling both the conditions that determine a metropolis, yet it must be evident that she gains nothing by being farther up the Sound. Indeed, it must always be accounted loss to sail two hours and then be less inland by ten miles than before. Commerce will, and must, reach Seattle in order to unlade as far as possible in the interior, and to lay down its wares on the east side of the Sound where the railroad may take it up. But it will not go a mile further if there is no advantage to be gained, and it cannot be budged if, instead of gaining, it only loses by going on. Seattle appears therefore as the farthest point up the Sound to which it is profitable to ascend, but it is the point which must be reached. It is clear therefore that it is a spot which satisfies the requirements for a commercial city. It is on ocean water, central to productive and inhabitable territory, being one hundred miles interior, and the farthest place inland on the body of water. It is on an incomparably beautiful and commodious arm of the sea; it is at the middle of a long series of the most handsome and fertile valleys and basins down which must flow increasingly the tides of trade and traffic, and it lies at the head of profitable deep sea navigation on an unrivaled harbor of its own. These things fix its pre-eminence with the certainty of fate.

In the larger commerce of the world Seattle possesses decided

W. N. Bell

advantages. In this connection nothing has been presented that is more complete than a late report by Prof. Ruffner. His conclusion that Puget Sound is to be one of the great marts of trade of the world, fixes Seattle as a great world emporium, since it has already been shown that this city is the most favorably located of any point on the Sound.

In speaking of the vast possibilities of Oriental trade, Professor Ruffner says:

> "Now comes the practical question, who are to handle this vast trade of $300,000,000 annually? No one nation exclusively, of course. The Dutch and other small powers will have a little of it; but the only contest will be between England and the American Pacific Coast. England has the lion's share now, but this great nation will hereafter labor under too many disadvantages in its contest with America. America has the needful capital, material, pluck and energy and enjoys certain decisive advantages, as for example:
>
> "I.—In distance, which would of itself decide the matter.
>
> "II—In the local production of certain staple articles which will be in great demand, and which England cannot supply so cheaply, such as lumber, meats, flour, canned goods, cheap cottons, and agricultural and other machinery, which, if not cheaper, can be more readily adapted to the wants of the market.
>
> "III.—In possessing the back country of Eastern America, whereby the entire United States become tributary both ways to the Pacific commerce; to which may be added
>
> "IV.—The ever-flowing river in the Pacific Ocean, flowing in a circle from Japan to the American coast and back—the famous Kuro Shiwo, or Japanese current—a current which gives a gain to every ship of twenty miles a day in distance; the current which brings the disabled Japanese junks to the American coast.
>
> "The half-way point on the Pacific side between America and England is the Malay peninsula. This leaves even Australia and all of Oceanica nearer to us than to England, and all of China, Japan and Siberia thousands of miles nearer to us. Hong Kong and Canton are the English headquarters in China, and yet our Pacific coast is 5,000 miles nearer to these than England is. It is also 6,500 miles nearer to Shanghai, which is a more important port than Canton, because of its greater nearness to the rice and tea producing sections. The advantages are still greater in respect to Pekin, Japan, Vladivostock, the terminus of the projected Russian railway, and the entire country drained by the Amoor. Our commerce is now within thirty days of the coast of China, and will be within less than ten days when the fast mail and express and passenger steamers are launched."

The immediate advantages of Seattle harbor to shipping should be noticed. As has been said Elliott Bay is a perfectly sheltered body, having a surface of some twenty square miles, the greater part of which is deep water, yet affording easy and safe anchorage. The flats at the upper end of the bay do not in the least interfere with navigation, and the tide channels wash near the whole city front, allowing ingress within a few rods of the mainland. But the most remarkable feature is the harbor on the eastern side of the city, Lake Washington. Here are above fifty square miles of fresh water surface, with a depth of one hundred feet—ample to afford accommodation for all the navies of the world. Into this lake a ship canal may readily be cut. Such a fresh water harbor as would thus be made available, it is safe to say, no other seaport enjoys, for no other city has both strongly salt and perfectly fresh water at its docks.

RAIL COMMUNICATION.

The facilities of water communication are complete, inviting the commerce of the world. Rail communication is quite as necessary. How is Seattle situated in reference to the railroad systems, present and prospective, of the Northwest?

So far as concerns this region there are three transcontinental lines: The Union Pacific, the Northern Pacific and the Canadian Pacific. The Great Northern is soon to be added. The Southern Pacific extends through Oregon, and is not unlikely to seek sea water. The rails of these roads have all been laid after due consideration and careful examination of passes and available routes. The railroad system as now laid down is but a reflex of the railroad capacities of the topography. On what footing do they put Seattle? Let us see.

The Northern Pacific entering the Sound basin from the east and seeking to make its own terminus on tide water, crosses the Cascade mountains at Stampede Pass, from which the distance to Seattle is the same as to Tacoma. So far, therefore, as concerns this line, Seattle is at no disadvantage, but is as near Walla Walla or Spokane Falls as any port on the Sound.

The Canadian Pacific, while doubtless maintaining its terminus at Vancouver, British Columbia, must also have a branch to meet the other transcontinental systems. Its nearest point to form such a junction is at Seattle. The Union Pacific has begun to build a line from Portland, by way of Vancouver, Washington, down the Columbia river to the Cowlitz, and thence to Seattle.

Of the lines projected, the Great Northern will terminate at Seattle, and the Seattle and Southern, as yet not begun, will communicate directly with Portland, to operate in connection with the Southern Pacific. This makes Seattle the terminus of three transcontinental lines, with the prospect of two more. This fact well enough answers the question concerning Seattle's relation to railroad routes. These roads reach Seattle because it is, on the whole, the most convenient place for them to terminate—meeting the commerce of the world.

Of important state roads, the Seattle, Lake Shore and Eastern stands first, having some eighty miles built into the Squak and Snoqualmie country, and aiming to cross the Cascade mountains at Cady's pass, and ultimately to connect with its eastern branch to reach Spokane Falls. It will also, by another branch, connect with the Canadian Pacific.

ADVANTAGES FOR RESIDENCE.

As this history proceeds with the account of improvements that have been added to the natural site of Seattle, the artificial advantages of residence in this city will appear. Churches, schools, refinements of society, beauty of buildings, and attractions in the way of amusements, will all be esteemed as advantages in this particular. It is, however, not to these that attention should now be directed, but only to those features of natural desirability that exist here irrespective of what man has done.

First among these should be mentioned salubrity. Being on salt water the city enjoys an atmosphere always pure. The germs of zymotic diseases are destroyed by the sea breezes. Malaria does not exist. The temperature is also remarkably equable, having no great diurnal variation, nor reaching extremes of heat or cold in summer and winter. The prevailing winds in summer are from the northwest, bringing clear skies, and in the winter from the southwest, bringing warmth, with moist air and rain. In spring and autumn, and even in midsummer and midwinter, the east wind is not unknown, bringing dryness and heat, or dryness and cold, according to the season. Snow always falls in winter, but usually not above a few inches in depth, and it soon disappears. A phenominal snow fall of five feet is on record, but this has occurred only once during the residence of the oldest settlers, or, indeed, within the remembrance or traditional records of the Indians. Lake Union is frequently frozen sufficiently to permit skating, but Lake Washington has never been known to freeze. In the main, Seattle enjoys, in common with the Puget Sound basin, a climate similar to that of Northern France.

Life has more enjoyment, more zest, more nerve, from not being burdened by the malarial disorders that the people of some places in the Northwest must struggle with. The salt, heavily oxygenized air of the sea also adds perceptibly to vigor and longevity. The people here remain active and retain their powers, even to a far advanced age.

As a second attraction to residents will be the beauty of the surroundings. The scenery here is unsurpassed. This is said while bearing fully in mind the remarkable scenery commanded by the important cities of the Pacific Coast. San Francisco, with its Golden Gate and blue expanse of water in the harbor; its white shores of sea and bay; its circling hills across the water beyond Berkely, Oakland and Alameda; the pyramid of Tamalpais to the north crowning the hills of San Raphael, and the dome of Diablo to the east looking down on all. Portland, with its romantic "Heights;" its front toward the Willamette and the buttes and meadows beyond; its prospect of the gorge of the Columbia River in the Cascade Mountains, and its full exposure to the gaze of Hood, St. Helens and other volcanic peaks. Tacoma, with its fine bay in front; its great plain in the rear and Mt. Rainier beyond. All are a gallery of nature's best art. Each will have its admirers and devotees. Seattle, however, not lacking in comparison with any of these, adds some features the like of which are not furnished by any of them.

The view of the harbor with its heads and flats and union with the long sweep of Admiralty Inlet, north and south, but serves as introductory to that of the lofty and jagged peaks of the Olympic Mountains forty miles to the west, behind some spur of which the sun is often observed to set in a majesty of colors. These mountains are usually white with snow. On the east the prospect is still more commanding. Here is Lake Washington, from the heights above which, or from whose surface, may be seen with equal satisfaction Mt. Rainier to the southeast, and Mt. Baker to the northeast, with Adams, St. Helens and the Olympic mountains to fill out the picture.

Advantages of residence in relation to business and intercommunication with such interesting places as Victoria, Vancouver and points in Alaska; and with Portland, San Francisco and the Sandwich Islands, resulting from geographical position, need only be hinted at.

THE COUNTRY OF WHICH SEATTLE IS THE CENTER.

In order to attain even the small measure of completeness that is aimed at in this volume, it is requisite that some notice of the country which Seattle serves as commercial center be now inserted. The history of the city cannot be followed intelligently without having something of this in mind.

First, the imaginary circle drawn around the city within a hundred mile radius, will be glanced at. This it is remembered passed over the Cascade mountains to the east, touched the British line on the north, passed by Destruction Island on the ocean shore to the west, and nearly reached the Columbia river on the south, practically including all Western Washington. On the extreme north is that remarkable group of islands now constituted as San Juan county. There are four or five main islands, the largest being San Juan and Orcas, although the whole archipelago does not comprise more than two hundred square miles of territory. It is for the most part made up of the most romantic islets, worn by the water into all manner of fantastic shapes, and beautiful and eerie beyond belief. Friday Harbor is the principal town, and the most remunerative occupation is quarrying the stone secured here, being of a remarkable beauty. Lime for building purposes is also burnt and exported. Lying in the expanse of waters of the Straits of Fuca, where these widen to meet the Straits of Georgia, the islands possess a remarkable climate, being salubrious and vernal throughout the year; and, what is most remarkable, having a rainfall of one-half to one-third of that on the mainland to the east. Grazing and dairying are carried on profitably. These islets will one day be occupied, as the Thousand Isles of the St.

Lawrence now are, by innumerable summer houses of those seeking health and pleasure.

Next the northern border on the mainland is the Whatcom country, set off as Whatcom county. Here is Bellingham Bay, justly regarded as one of the finest harbors in this region famous for harbors, being about six miles square and defended on all sides by the mainland, projecting headlands, or islands. It was here that Captain Pattle, then on a mission for the Hudson's Bay Company, discovered the first coal on the Sound, making this valuable find while walking along the beach. A better vein was afterwards disclosed by the overturning during a storm, of a tree whose roots lay over the bed. Whatcom was early settled, and while the Frazer river mines were flourishing, 1855, became a busy and populous place as the point of supply and outfitting. With the decline of the gold furore, however, the town rapidly decayed. It has always been a considerable lumbering station, and coal has been mined spasmodically. Within the past few years it has entered upon a period of new and more substantial growth, and is now numbered among the flourishing cities of the state.

Semiahmoo, on the border, and Birch Bay are good harbors; and the Nootsack river, coming from the mountains direct, also forms an opening in the shore line. On this stream there is arable land which is for the most part still wilderness.

Bellingham Bay will soon be the seat of cities of importance. It is on the line that must be taken by north-bound railroads, and indeed has made at present a considerable beginning in railroad enterprises, the Fairhaven and Southern extending from Fairhaven on its waters to Hamilton in Skagit county. Lakes Whatcom and Samish are beautiful little bodies of water near the shore, and the county is distinguished by possessing one of the most lofty of the Cascade mountains, Baker, with an impenetrable tangle of peaks and ridges surrounding. Lumbering and navigation, together with fishing, as on all the Sound coast, are the principal occupation. Here are some of the most extensive forests and best of coal mines.

Coasting southward along the shore, which here presents a succession of headlands and leads on the west farther and farther into the archipelago, one reaches the Skagit country. This is made by a swift and strong river of a considerable volume, the Skagit, which takes its rise in the British possessions, and finds its way through a great cleft in the Cascade mountains to salt water. On its lower course it deposits much silt, forming extensive bottoms that are of inexhaustible fertility and grow phenominal crops of oats. It has been late in settling, but is making rapid progress. The towns of La Conner, Mt. Vernon, Skagit, Fir, Hamilton and others are thriving places. On the shore of the Sound, Edison, Samish and Fidalgo are attractive towns; while Anacortes is famous all over the coast. Fidalgo Island, off shore, is one of the most fertile and important of the whole group in the lower Sound. The railroad to Bellingham Bay opens the county to the northwest, while the Skagit River affords a route to the southwest. The surface is for the most part heavily timbered, but the soil is fertile beyond belief. Considerable progress in agriculture has already been made.

Off shore in the greatest breadth of water, almost touching Fidalgo Island, lies Whidby Island, the garden of Western Washington. Together with Camano it forms Island county. It measures nearly forty miles in length, but not more than two to five in breadth. It is nowhere more than ten miles across, and at Penn's Cove is nearly cut in two. The entire county, including water, has but two hundred and fifty square miles. It is quite largely of an alluvial formation, with little highland or rocks, and has been from pre-historic times the gathering place of the tribes. Here, before the days of the white man, came Indians from all parts of the Sound coast to the "pot latch" and "pow wow." The shellfish in the sands of the beach constituted one attraction, and the convenient groves of balm and fir another. The main thing, however, was the open grassy prairie in the midst of the isle, and the herds of deer that ran here. To take these animals the Indians built fences of poles wide open at one end, but gradually narrowing to a point at the other. Then beginning at a distance, with guards stationed along the route, runners began to beat up the game, gradually driving the frightened creatures into the trap, where they were slaughtered in such numbers as to feed the whole congregation of tribes.

The island was early occupied by the Hudson's Bay Company. The first attempt at settlement by Americans was in 1849 by T. W.

Glassgow. With A. B. Rabbeson he went down Hood's Canal in a canoe and approached the island from the west. Glassgow began a garden, but not long afterwards the two were compelled to leave owing to a council of Indians being held there in which it was attempted to inaugurate a policy of exterminating the whites. The first settlement actually made was at Penn's Cove in the autumn of 1850, by Col. I. N. Ebey, who was afterwards murdered by the Haidah Indians on a raid from the Russian possessions. In February, 1851, R. H. Lansdale settled at Oak Harbor, making "a good garden that year," but in 1852 he abandoned his claim there "on account of the mud flats" and settled at Penn's Cove. He left at the muddy shore Martin Taftson, Clement W. Sumner, and Ulrich Friend. In 1853 the island population was increased by the arrival of a brig, the *Cabot*, Capt. Dryden, from Portland, Oregon, which had entered from the north, steering through Deception Pass, and bringing as settlers James Buzby and family, Mrs. Maddox and family, R. L. Doyle and wife, Mrs. Dr. Kellogg and family, who were soon joined by the Doctor, who came by way of the Cowlitz, and Mrs. Smith and daughter, with a few others. A most welcome growth was there enjoyed. Among the settlers of this year were some men of distinction. As such might be mentioned Col. Crockett, who before coming to Oregon had served a number of terms in the Virginia legislature; and his son, John, who was a veteran of the Mexican war, and had gained reputation as an Indian fighter on the plains. Whidby Island quickly became well settled and highly cultivated, and earned the name of the Garden of Washington. It was thought for a time to be about the only place on the Lower Sound fit to live upon, and rivaled Olympia in the culture and brilliancy of its society. It has now the largest population per square mile of any agricultural region in Western Washington, or perhaps the state. Dairying, fruit raising and general farming are the occupations of the people.

In 1853 Utsalady, on Camano Island, was located by Lawrence Grennan and two partners, Thompson and Campbell, and in 1858 Thomas Cranney bought an interest, and under the firm name of Grennan & Cranney, they built a sawmill and operated it in connection with the shipment of spars to Europe.

On the mainland opposite Whidby Island is a valley region formed by the Stillaguamish and the Snohomish rivers, which with the Cascade mountains in the distance, composes Snohomish county. The Snoqualmie river, a tributary of the Snohomish, was not settled upon until 1858, as mentioned in Arthur A. Denny's "Pioneer Days."

Snohomish county has been late in developing, chiefly owing to the immense timber to be cleared away. Logging and milling are the first industries, and in these the Snohomish river leads all other sections. Here the timber is of the very finest quality, and the logging streams are of good capacity. The bottom lands of the rivers and creeks are of unlimited fertility and make an increasing showing in the production of hay and oats, for both of which there is a demand for the logging camps, far beyond the supply from the product of the immediate vicinity. It is in the Snohomish woods that the tramway to run on wooden rails laid on the ground without crossties, and to be operated by steam, has been developed and profitably used. The towns of Snohomish City, Edmunds, Mukilteo, Marysville and Stanwood are thriving places on or not far from the line of the Great Northern Railroad, now being built. A small portion of the county on the shore of the salt water is set aside as a reservation for the Tulalip Indians.

The settlement of King county, being substantially the same as of Seattle, mention of it will be omitted here. The Snoqualmie river, falling into the Snohomish on the north; Cedar river into Lake Washington, and Black river out of it in the same bed but by another channel; Green river and White river into the Duwamish, and this into Elliott's Bay, are the principal water courses. All the eastern shore of the Sound is striated by streams whose meadow lands possess a soil of wonderful productiveness. The soil of the uplands and hills is thin and gravelly, being composed of glacial drift, sand, gravel, cobble stones and boulders of schist, porphyry, granite, etc. But the great number of the strips of meadow land lining the streams afford a considerable aggregate of land, which is productive beyond measure. The names of the towns in this county will occur so frequently in the narrative, that they may be omitted here. King county has more railroads and more extensive deposits of coal and iron than any other county in Washington.

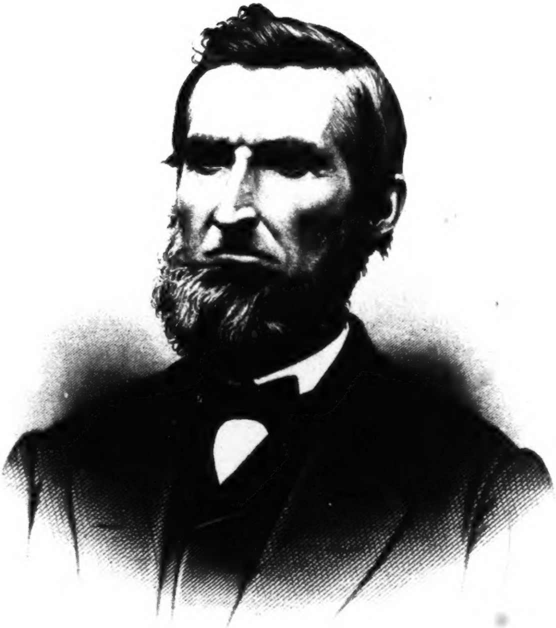
The oldest settlement in Pierce county, the county next south of King, was at Steilacoom, in 1851, by Captain Lafayette Balch, at the upper town, and by J. B. and J. M. Chapman at the lower. This place had for a long time great expectations, having like all towns on this water, such a location as would, in lack of anything better, give it pre-eminence. It has been made the seat of public institutions, such as the Insane Asylum, and will always be a delightful spot on the shore. Without the smallest doubt, the entire coast of the Sound will ultimately be occupied by the sites of villas, villages and suburban seats, each with its special attraction. Steilacoom will always possess decided advantages among them, becoming more and more the seat of elegant retirement, solid culture and easy enjoyment.

It was the building of the Northern Pacific Railroad in 1870–'72, and '84–'85, that brought Pierce county into fame. The head of Commencement Bay, Old Tacoma, had been a long time before this occupied by a sawmill and small village; but the Northern Pacific, following the plan of making cities as it went, under the management of Hon. C. B. Wright, selected the site of New Tacoma, with the express intention of making here the metropolis of the Pacific Northwest. The daring plan was carried out with characteristic boldness. The struggle that ensued between this place and Seattle will form the subject of a subsequent chapter, and need not, therefore, be dwelt on here. However, the career of Tacoma, which has become known the world over as the City of Destiny, has been one of the most brilliant in the annals of the West. It has now the population, buildings, improvements, rail and water communication, and the enterprise of one of the great cities of the Pacific Coast, being surpassed only by San Francisco, Portland and Seattle. Its present attainments will never diminish. Its advantages are such that it can always offer great inducements to the business man and the resident. Its growth and progress will in every way be not only a good thing in itself, and a benefit to Washington and the Pacific Coast, but a prime advantage to Seattle. No city can arrive at greatness without the stimulus of an able and ardent rival. Two are always better than one. In the case of cities, improvements in business methods, in social advancement and inducements to enterprise, are seldom effected except under the spur of emulation. The enterprising and aggressive in a city, who are pretty certain to be a minority, are not able to overcome the natural conservatism and inertia of their own townsmen in respect to improvements, except as they are able to bring to bear the fear of loss of leadership as a motive to action. Cities without rivals sink into retrograde methods, or become the prey of municipal pirates. The generous sympathy that exists between Tacoma and Seattle, the complement of their generous rivalry, was shown at the time of the great fire in Seattle. To be sure, each city expects to become the greater, and neither is willing to concede superiority to the other, but neither desires or would consent to see the other obliterated.

The principal river in Pierce county is the Puyallup, whose meadows possess the fabulous fertility of all these lowlands. It enters Commencement Bay at Tacoma, and a part of its lower lands are set off as the reservation of the Puyallup Indians. This is the region of hops, as also the Snoqualmie in King county, which realize from two to five hundred dollars per acre a season. On the southern border runs the Nisqually, a fine logging stream, passing through extensive forests. The most of the surface of Pierce county is a great gravel plain, commanding in scenery but infertile. Near the centre of the county is the famous Carbon river coal field.

At the head of the Sound is Budd's Inlet, seventy-five miles from the strait at Port Townsend and almost twice as far from the ocean. It was near this, at Tumwater, that the first American settlement was made in Washington, in 1844-5. The story of the occupation of this place is not a little romantic. In the immigration of 1844 was Michael T. Simmons, and a good friend of his, a mulatto, George Bush, who for services in the American army had been made a freeman. He had served under Jackson at New Orleans, and shrewd and capable, had since that time acquired a considerable competence, but not liking the aspect of affairs at the East, perhaps fearing enslavement for himself or his family, he determined to come to Oregon. Arriving on the Columbia late in the autumn, he found that the legislature had just passed an odious law denying residence to colored people. It was his intention to go with Simmons to the Umpqua Valley, but on account of this law he began to look to that portion of Oregon, (Washington), claimed bythe British. Simmons was also willing to look this way because he found that the Hudson's Bay Company were trying to keep Americans away from the Sound. In December, therefore, they made a tour of exploration and in the following summer made settlement at the prairie since known as Bush's Prairie. This settlement, with others soon following, was one of the valid grounds upon which the United States claimed the territory up to 49 degrees.

Bush was a remarkable man, not only for shrewdness and good judgment, but also for unvarying beneficence. With more than usual forethought, he had provided for the journey across the plains a large supply of flour, which, toward the end of the journey, he distributed, in many cases free of charge, to those destitute. After making his home at Bush's Prairie, he became noted for his generous hospitality, and always associated on equal terms with the white settlers of the Territory. Simmons was possessed of the usual Southern fire and much more than ordinary penetration. He was a pioneer in every sense of the term—a noble but wholly unlettered man. A settler of 1846 was Judge A. B. Rabbeson, who began life as a sailor boy, and, after as many turns at the wheel of fortune as Sinbad the Sailor, found his way into Oregon and upon the waters of Puget Sound. He built the first sawmill, getting his mill irons from the Hudson's Bay Company. Tumwater was first called New Market, and Olympia Smithfield—the latter from Levi L. Smith, its first owner. Its present ambitious name was bestowed by E. Sylvester, the next owner, at the suggestion of I. N. Ebey. In 1849 Captain Clanrick Crosby made this city his home, buying out Simmons. When the Territory was set off from Oregon as Washington, Olympia was named as the capital. It retained this distinction throughout the period of Territorial government and is now the permanent capital of the state. By reason of its public position it has been embellished by public money, and has enjoyed the very best social advantages. It is a place of great attractiveness and quiet beauty, being kept clean and ornamental. Without lavish display of wealth, it is as handsome as any place in



Edward Hanford

the Territory, and has unsurpassed attractions as a quiet place of residence. It will become more and more a seat of culture, refinement and comfortable living.

An older settlement was made in Thurston county, being that of the Hudson's Bay Company at the Nisqually, under the name of the Puget Sound Agricultural Company. This was undertaken in 1841, and the settlers were brought from the Selkirk settlement of the Red river of the North, being mostly Scotchmen and Englishmen with native families. On account of the poverty of the soil, however, the colony did not flourish. The people became discouraged and, in disgust, left for the Tualatin Plains, in the Willamette Valley. The Hudson's Bay Company had a fort on the Nisqually from very early times, and the Methodist missionaries from Salem, Oregon, established a mission to the Indians in 1840–'42, which they visited as they were able.

The very earliest American settlement in Western Washington was on the Cowlitz, by John Jackson, from Oregon City, who put up a cabin in 1844, near a place held for the Hudson's Bay Company by Plamondon, a Frenchman ;a man of Gallic courtesy, who used to give pigs to the American boys who occasionally happened by. The Cowlitz became a favorite resort of the Catholic missionaries after 1846.

Thurston county is mainly a gravel plain interspersed with fertile prairies, without important streams, but is ornamented near the Sound with small lakes, some of which have upon them floating islands, matted ricks or rafts of logs upon which has collected growing grass, bushes and considerable trees, which serve as sails to move them about in the breeze.

The counties south to the Columbia, Lewis and Cowlitz, are of very fertile soil, the gravel that mars the Sound country ceasing at the Chehalis river, and are densely timbered. Quarries of stone and croppings of coal abound in this entire region. The Northern Pacific accommodates the entire country from Olympia to the Columbia, but at the rate roads are projected there will soon be no less than five through this gap.

At the head of the Sound on the west and also embracing the upper extension of Hood's Canal, is Mason county, still almost a wilderness, a great forest region, but having a number of thriving towns, such as Coburg, Kamilchie, Arcadia, Shelton and Oakland. The Skokomish river, rising in the Olympic mountains, falls into the southern side of Hood's Canal at the elbow, and is a perfect logging stream. It is here that a reservation has been set aside for the Skokomish Indians. On the upper part of Hood's Canal are a few small places, Union City, Cliffton, Skokomish and Dewatto. David Shelton was one of the earliest pioneers of this county.

Kitsap county, occupying the lower or northern part of the peninsula between Admiralty Inlet and Hood's Canal, was settled at Seabeck in 1856 by J. R. Williamson, Hill Harmon and W. B. Sinclair, who operated with a San Francisco partnership in the lumber business. The establishment of Port Gamble is thus told: In July, 1853, Capt. Wm. Talbot came to the Sound in the schooner *Julius Pringle* to select a site for a sawmill in the interest of Wm. C. Talbot & Co., the firm being composed of himself and A. J. Pope of San Francisco, and Chas. Foster and Capt. J. P. Keller of East Machias, Maine. Among others on the schooner were Cyrus Walker, present manager of the Puget Mill Company, E. S. Brown, millwright, Nathaniel Harmon, David Foster and James White, all of the state of Maine.

The cargo of the *Pringle* consisted of lumber, tools and supplies necessary for beginning the proposed enterprise. They first anchored in Port Discovery Bay, from which they made explorations around the Sound as far south as Commencement Bay, and finally located at Port Gamble, to which point the schooner was brought and discharged as soon as possible, and building commenced. On the fifth of September, 1853, the schooner *L. P. Foster*, commanded by J. P. Keller arrived, 154 days from Boston. It had on board the captain's wife and daughter, who were the first white women to land at Port Gamble. The *Foster* brought the mill machinery and general outfit, and after loading with piles at the head of the bay was taken to San Francisco by Captain Talbot, Captain Keller remaining in charge at the mill, where he continued in charge as resident partner and manager until his death.

When Captain Talbot and party were looking for a location they found Captain Wm. P. Sayward and J. K. Thorndyke busily engaged in building a mill at Port Ludlow, which in time became one of the principal mills on the Sound, and has finally become the property of the Port Gamble or Puget Mill Company. A mill was located at Appletree Cove in 1853 by J. J. Felt, which, after the first winter, was moved to Port Madison. Several men came up on the brig *John Davis* to assist Felt; among them being Isaac Parker, Delos Waterman and S. B. Hinds. In the spring of 1853, Captain Wm. Renton came to the Sound. He first built a mill at Alki Point, of which we shall soon hear more, but early in 1854 he moved across the inlet to Port Blakely.

The early selection of these points in Kitsap county as sites of the mammoth mills that have made the money kings of the Sound, tells the tale of its natural wealth. It is a densely timbered tract, ideally situated for lumbering, being opened in almost every direction by inlets and arms of the Sound. When the timber is off much of the land will be fit for grazing or orchards. Nevertheless, as the land is to a large extent held by the great mill companies, and as the young timber shoots up with astonishing rapidity, much of the county may always be devoted to the culture of timber and held as preserves for forest trees.

Jefferson county, next down the Sound, is in part a trackless wilderness, extending across the little explored Olympic mountains to the ocean shore; but in its northern extension it contains the old city of Port Townsend, with Port Ludlow at the mouth of Hood's Canal, and Port Discovery and Chimacum on the inlet to the west. Port Townsend was located in 1851 by A. A. Plummer and Charles Bachelor. The first important immigration to this city was in February, 1852. This was from Portland, and among the arrivals was one of the former proprietors of Portland, F. W. Pettygrove, with L. B. Hastings and a number of others. They came in a schooner, the *Mary Taylor*, as independent as the Pilgrims in the *Mayflower*, or the Saxons, Henghist and Horsa. The place throve, in time securing the custom house, which had been at first put at Port Angeles, further down the straits. It has from the first maintained a high character as a seat of business enterprise and of cultivated society. It has a most romantic site, commanding an illimitable prospect of water, studded with islands; and of the peaks and ridges of the Cascade mountains, and the summits of the Olympics.

New Dungeness was settled in 1852 by Daniel F. Brownfield, who was followed by B. J. Madison, J. C. Brown, Charles M. Bradshaw, and others. This is the most important place in Clallam county, which lies broadside to the straits and follows the shore down to the rocky Cape Flattery which the voyager Cook sighted a hundred years ago, named and passed by in the night, sailing for Nootka and the Alaskan coast; failing to see the Straits of Fuca, or "Anian," which he had been sent expressly to explore, and leaving it for Berkely and Meares to be the first Englishmen to see the water long before claimed as the discovery of the Greek pilot John Apostollos, or Juan de Fuca. Captain Robert Gray of Boston, who discovered the Columbia, sailed through the straits in 1792. Vancouver, sent hither to settle the question of the great river of the west entered the straits, thoroughly exploring the Sound, the archipelago and the gulf, and bestowing the names that have been for the most part recognized by geographers.

The region that we have been considering is, broadly speaking, two hundred by one hundred and fifty miles, or thirty thousand square miles, with five thousand square miles of water surface and ten thousand of trackless mountains, leaving about half of it as cultivable land, the most of which is now forest.

What such a country can produce is but slightly indicated by what it has done. It will not be out of place, however, to give here a condensed statement of what this basin is now producing. It will be remembered that lumber, coal and iron are the substantial products; and the reader will be interested in noticing where the forests and mines are located.

The iron ores of the state are inexhaustible in quantity and of a quality unequaled by those of any other state of the Union. An analysis of six specimens of ore taken from the deposit known as the Denny mine, on the Seattle, Lake Shore and Eastern Railroad, near Seattle, shows the following average:

Silica	**2.47⅝**
Metallic Iron	**69.31⅙**
Sulphur	**0.21⅓**
Phosphorus	**0.034⅓**

Prof. Ruffner says of these ores: "There can be no doubt of the superior quality of the Snoqualmie iron ores. Analysis shows that they rank with the best steel ores in their large percentage of metallic iron and small admixture of deleterious impurities." Again, after quoting analyses, he says: "This showing places the Snoqualmie ores in the front rank of American steel ores; indeed, it shows a little higher in metallic iron and a little lower in phosphorus than any of the others." The iron resources of the state are still practically undeveloped, but arrangements are being made for their development on an extensive scale. Without any information other than that these great beds of ore are in its vicinity, one might predict with entire safety that the population of Seattle will reach one hundred thousand within five years. Here alone is wealth sufficient for the upbuilding, not only of a great city, but of a great empire.

But, as has been said, iron is but a fraction of the enormous mineral wealth of Seattle and of Washington. Not less in importance are the deposits of coal, which have already proved a great source of wealth to the state and which will be a factor of prime importance in the building of a great Pacific commonwealth. The coal beds of Washington have been grouped by Professor Ruffner as follows: *a*, Carbon River Group; *b*, Green River Group; *c*, Cedar River Group; *d*, Squak, Raging River and Snoqualmie Groups; *e*, Yakima and Wenatchie Group; *f*, Bellingham Bay and Skagit River Group.

The shipments of coal from Seattle, whence the greater portion of the product of the state is shipped by steamships and sailing vessels to Oregon and California, have long averaged more than one thousand tons per day, and are constantly increasing. About three thousand miners are now employed in the mines of Washington, and it may fairly be said that the development of the coal resources of the state has but begun.

It is scarcely possible to speak at length of the remaining mineral resources of the state. It is sufficient to say that in the production of precious metals it will soon rank with the foremost states in the Union. Copper and lead are found in large quantities. Granite, marble, limestone and valuable clays are also here in great abundance.

In the past, however, the forests of Western Washington have been its greatest source of wealth, and this will be true for many years in the future, no matter how rapidly the other resources of the state may be developed. Nowhere else are to be found such forests as extend in massive majesty from the shores of Puget Sound far up the slopes of the Cascade mountains. Though sawmills equal in capacity to any in the United States have been feeding upon the giants of these forests for more than a quarter of a century, they have made no perceptible impression upon them. Here is where the entire West will turn for its lumber supply before many years, and here are the resources which will meet that demand until generations yet unborn have passed away.

The Douglas fir or red fir, sometimes erroneously called the Oregon pine, constitutes the greater part of the forests of Puget Sound. The timber of this tree is of the best quality, greatly superior to that of the fir tribe generally, and probably superior to that of any other fir tree in the world. It is heavy, strong and firm, and is well suited to ship building, as the ship builders of Puget Sound have abundantly demonstrated. The trees of the Douglas fir often attain a height of three hundred feet and a diameter of from twelve to fifteen feet.

The white cedar is next to the Douglas fir in point of abundance and importance. Its wood is soft, light and cream colored, and it splits with remarkable ease and regularity. It is specially adapted for the manufacture of shingles, being durable almost beyond belief. The shingle-making industry is an important and rapidly growing one in Washington, and Puget Sound shingles are already forcing their way into the Eastern market, where they are received with the highest favor in spite of the increased price which is rendered necessary by transportation across the continent.

To enlarge the boundary somewhat and show what the country east of the Cascade mountains can produce, we will insert here something of the report of Professor Ruffner, which may be regarded as authoritative. An objection may well be taken to his drawing the boundary of the grain belt of the upper Columbia basin on the east and south along the state line. There is no reason in the world for this, and it is contrary to the fact to so limit it. From Spokane Falls it should be continued into Idaho to the Cœur d' Alene mountains, to include their foothills and around the famous Moscow country, the most of Nez Perce county and the valley of the Clearwater. The southern boundary of this grain belt should be drawn along the Blue mountains, to include their foothills into Oregon, taking in the Umatilla country, which has some of the finest grain lands in the whole Northwest. With this exception Professor Ruffner's report may be taken as correct. The whole of this grain belt, whether in Washington, Oregon or Idaho, is naturally tributary to the Sound.

"As heretofore remarked, the agricultural conditions change suddenly on crossing the Cascade mountains to the eastward, and this change begins at the crest line, and is more marked on the mountain side and near its base than anywhere else. The winters are longer and more severe, and the summers dryer and hotter. There is natural pasturage similar to that of the plateau country, coming up to the timber line, the lower edge of which is high on the mountains.

"Much of this mountain land, though covered scantily with sage brush and bunch grass, is really fertile; and besides supporting cattle, can be made to bring fair crops of wheat and other things; but the rainfall is so insufficient that irrigation is necessary for the development of any large agricultural interest.

"Fortunately in the large basin of the Yakima, irrigating streams are abundant, and its enterprising people are availing themselves of this happy resource. By reference to a good map it will be seen that the Yakima river is made up of an unusual number of streams. A group of these come together near Ellensburgh, and another group near the town of North Yakima; and there are said to be large bodies of land susceptible of irrigation by these streams.

"The Ellensburgh Valley is thirty miles long, and about ten miles wide, and is the best agricultural section in Kittitas county. It is claimed that forty bushels of wheat to the acre can be produced without irrigation; and that 1,000,000 bushels of wheat were actually produced in this basin in 1887. Hay, hops, vegetables, berries and fruits also do well naturally, but with irrigation the product is uniformly large. There are four irrigating canals in the valley. The Teanaway Ditch Company has one fifty miles long which can water 75,000 acres of land.

"Next below Kittitas is Yakima county, which contains a number of fertile valleys, and also good uplands, and is well supplied with irrigating streams, which have already been brought into use. Two large ditches are drawn from the Natchess river. Ditches are also taken from the Ahtanum, which is the principal hop raising section. A plateau, three by ten miles, between the Cowiche and Natchess, will all be irrigated. The Moxee Valley is largely owned by eastern and other capitalists, who seem to be expending much money in the improvement of the country. This company has fourteen miles of ditch. By the help of these ditches the people of the Yakima Valley are producing corn, which under the hot sun of the locality perfects its product. Tobacco has been tried also with fair results. And the Moxee country will try the dairy business. There is a disposition also to try improved breeds of cattle. Every crop is grown, and most of them with remarkable results.

"Corn is grown only south of Snake River, and in the Yakima and Klickitat, where it yields thirty bushels to the acre. The average yield of wheat year by year for the entire territory is put by Governor Squire at twenty-five bushels, and no one who knows the country can regard this otherwise than as a moderate estimate. This average places Washington Territory, beyond comparison, first among the states of America; and, so far as I can learn, second only to England among other nations. England, by the highest manuring, has brought her wheat product up to thirty bushels, which is double the average of former years. By the census of 1880, Washington Territory, as a whole, leads all the other states 23.5 bushels per acre."

CHAPTER II.

SETTLEMENT AND PIONEER TIMES.

Settlement on the Duwamish River—Henry Van Asselt—Alki Point—Lee Terry—J. M. Low—The Founders of Seattle—Arthur A. and David T. Denny—C. D. Boren, William N. Bell—C. C. Terry—Life at Alki Point—The Native Indians—Their Character, Habits and Condition—Location of Claims on Elliott Bay—Dr. D. S. Maynard—Salmon Fishing—First Building at Seattle—Henry L. Yesler—Discovery of Salmon Bay—Incidents of Pioneer Life—Prominent Events from 1853 to 1855—Laying out the Town—How Seattle was Named—Building of Roads—Surveys for a Railroad—Yesler's Mill—First Postoffice and Mail Facilities—First Church and School—Ships and Crafts of Early Times—Description of Seattle in 1855—Sketches of Early Settlers.

THE settlement of King county began at two points almost simultaneously—on the Duwamish river, and at Alki Point. It was from the latter that Seattle sprung; but as the settlement on the Duwamish is very closely connected with the rise of the city, it cannot be overlooked. It took precedence of the other by only a few days, but this entitles it to first mention.

SETTLEMENT ON THE DUWAMISH.

Among the Oregon pioneers of 1850 was Henry Van Asselt, a native of Holland, born in 1817, who crossed the water in [illegible]47. Three years later he was on the Pacific Coast and in 1851 [illegible] digging gold in California. In June of that year the little company of which he was a member quit work and dividing profits found they had $1,000 each. They expected to come back to Oregon and locate claims in the Willamette, but in the company was a Puget Sound man, L. M. Collins of the Nisqually, who had on that river a section of land and a family. Being a frank, open-hearted man, fond of talk he frequently told stories of the grand country on the Sound, the clams and oysters of the bay, the delightful climate, and the wild fruit and fowl and fish. He finally prevailed upon a number of the party to accompany him to his home and examine the country for themselves. Of these were Jacob Maple and his son Samuel, of Iowa; John Thornton, now of Port Townsend; Charles Hendricks, who returned soon to Iowa; Mr.

Balland, a tanner by trade, who before this had had something to do with the tannery on Tanners' creek in Portland; and Mr. Van Asselt. While *en route* at St. Helens, crossing the river, Van Asselt accidently discharged his gun receiving the shot in his arm and shoulder. It made an ugly and painful wound and at the time was deemed very unfortunate. He was able, however, after a time to go on over to Collins' and with the rest look at the country, but he found nothing to suit him. The soil was gravelly and the country seemed to him incapable of supporting such a community as he wanted to live in, with schools, churches, and the refinements of civilized life. As he talked the matter over with Collins and was making ready to leave, the latter said to him that he knew where there was a good country, just what he wanted, one that would support a populous community. It was forty miles down the Sound among the Duwamish Indians, and the only objection to the place was the great number of the savages. Van Asselt and his comrades said they would pay a crew of Indians if Collins would go with them and show them the place. Collins agreed, and about the middle of September they were off. Samuel Maple had to stay behind on account of a cut on the foot, but he agreed to abide by the decision of the others.

Reaching the river, the party found it to be a fine tide stream, with extensive meadow lands or bottoms of the most fertile soil, having certain little grassy prairies. Van Asselt was so well pleased with the prospect that he declared he would take a place and stay if there were another who would do so. Collins told him privately that he wanted to come here if he could sell his place. On the return, as they were camped on Vashon Island, it was arranged that Balland should take Collins' place and Collins should come to the Duwamish, Balland still wishing to carry on his tanning business. He paid $510 for the section and improvements. Collins and his family, Jacob and Samuel Maple and Van Asselt were the ones that finally composed the colony. They took their claims in the order named, Collins being nearest the mouth of the river, Jacob Maple next, Samuel Maple following and Van Asselt being farthest up. The greatest difficulty in moving was to get the the live stock over. A scow was first obtained and sided up so as to accommodate the score or so of animals, but the craft proved unseaworthy, sinking soon after setting out, and the animals had to be taken ashore and driven along the tide-flats, and sometimes pulled out of the ditches or washways that they fell into. At length they were brought as far as Alki point, and around to the place afterwards called Milton, now West Seattle. Here the mud-flats were found too bad to travel and the woods were quite pathless. The scow had, therefore, to be worked into the bay, and, by care in the calmer waters, the animals were conveyed to Collins'.

The colony made a prosperous beginning, but there soon arose an occasion of difficulty with the Indians. Collins kept a calf tied in front of his house, and one evening, soon after becoming established, the young creature was howled at by a couple of Indian dogs from the camp near by. It was frightened and bawled piteously. Van Asselt, a good shot, ran out with his gun, and, seeing the dogs scurrying off in the moonlight, cracked them over. Collins' daughter, a bright girl of fourteen who had in her two or three years among the Indians learned their feelings and superstitions, said at once that there would be trouble; one might as well kill an Indian as kill an Indian's dog. Early the next morning she went to the camp and soon heard the savages say that they were going to kill the man who shot the dogs. "But you can't kill him," she said. They wished to know why. "It is Van Asselt and he has lead in his body," she answered. She had learned their superstition that one with lead in his body was invulnerable. At this intelligence, therefore, they were much set back. "More than that," the girl went on, "he is sure with his gun; daylight or dark, sunlight or moonlight, he can shoot and kill."

Having told Van Asselt of her great claims for him he took pains to exhibit to the Indians the lead in his body, still carried from the old shot at St. Helens, and to carry his shotgun, and walking about leisurely, would every now and again bring down a pair of crows, one after the other, filling the savages with dread and admiration. They regarded him as a "Zudway," or devil, and in the war that came in 1855, he relied upon their dread of his charmed life to throw himself into an entire gang of savages on the war-path with firearms in their hands, thereby saving his own life and that of the others. In the main, however, the Duwamish settlers got on amicably with the natives, finding among them many industrious, reliable laborers.

During the four years before the war, much work was done. Collins mostly raised cattle. Jacob Maple cleared land. Samuel Maple was a partner of Van Asselt and was a good hand with oxen. Van Asselt found it most remunerative to hew timbers for which there was great demand. He made four and five dollars a day. Upon squaring up with his partner shortly before the Indian outbreak, they found there was $3,600 to their credit. They also made improvements worth over two thousand dollars, which were totally destroyed at the time of the Indian outbreak.

Mr. Van Asselt is now the only one of these Duwamish settlers living. His wife, whom he married some years after settling here, is a daughter of Jacob Maple.

SETTLEMENT AT ALKI POINT.

Alki Point projects into Admiralty Inlet, and, together with Duwamish head and the backlying land, forms a rectangular peninsula between this water and Elliott Bay. From Alki Point, which looks west, it is a little less than two miles to Duwamish head, which fronts north, and the length of the peninsula from the northwest shore to the head of Elliott Bay or the neck of the peninsula, is somewhat above three miles. The surface of this tract is a level or nearly level plateau, breaking down steep and bluffy in many places to the water, above which it rises to an elevation of from 200 to 500 feet. Alki, however, is low and level. It was at Alki Point, with this plateau behind, that the first city on the lower Sound was projected. Olympia, when this place was begun, was already a thriving village with several score of inhabitants. The settlement of Whidby Island had just begun and Port Townsend had not as yet been planted. Lee Terry, D. T. Denny and J. N. Low were the men who first undertook the enterprise. Terry was from New York. Low was a native of Ohio, having been born in 1820. He removed subsequently to Illinois, and was married there to Miss Lydia Colburn a native of Pennsylvania. He brought to Oregon a herd of selected cattle for dairy purposes, and was a man of forethought and energy. D. T. Denny is a younger brother of A. A. Denny and a son of John Denny.

Seattle may well feel proud to trace her lineage to such a family as that of John Denny, for he was one of the purest and best examples of the American pioneer of the last generation. A native of Kentucky; his early life was one of adventure and stirring events. When but a boy he enlisted in a Kentucky regiment to provide for the defense of the frontier against the Indians; and the then wilds of Ohio, Indiana and Michigan, he traversed before the whites had made any beginning of settlement. When not yet twenty-one years old he enlisted in Col. R. M. Johnson's regiment of mounted volunteers. He served through the war of 1812, and was with Gen. Harrison at the battle of the Thames, where Procter and the noted Tecumseh were killed. He early made a home in Indiana, and after having lived there until he had reached a level of comfort and competence, came west to Illinois. In this state he became active in public affairs, serving several terms in the legislature. He was a Whig and was on intimate terms with Abraham Lincoln.

This was John Denny, the father of the men who were leading spirits in establishing Seattle. He crossed the plains with his sons, but settled in the Willamette valley in Oregon, and took an active part in starting the republican party in that state, of which he was the first candidate for governor in 1858. He came to Seattle in 1859, where he died in 1875.

The two sons, Arthur and David, having the pioneer spirit of their father, early looked toward the Pacific Coast as a promising place for new seats of civilization and made diligent inquiry as to Oregon. The older brother, being then a man of mature experience and judgment, and head of a family, was the leader of the enterprise, but the younger one became a most efficient coadjutor. The motives for such a removal as a journey to Oregon then implied were complex, some having respect to material welfare, improvement of health, or desire to change; but woven through it all was the purpose with the more reflecting, such as the Dennys were, to plant once more and more widely the ideas of progress, liberty and human advancement.

In the winter of 1850-'51 they were able to mature their plans and

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in the following spring were off. Starting from their Illinois home, April 10, 1851, they performed the journey in ninety-seven days, reaching Portland on August 22d. This was unusually expeditious, and except for an attempt of the Snake—or perhaps Bannock—Indians to ambush and rob or massacre them at a ravine near American falls, where a few weeks afterwards a family by the name of Clark was killed, was performed without apparent danger. Points of interest on the way were very closely and intelligently noted and places examined. Full inquiries were made as to the best places for location in the territory, although the intended destination was the Willamette valley. On Burnt river, however, a man named Brock was met. He had came out thus far expecting to find friends in the immigration, but being disappointed, turned back to Oregon and down to the Dalles, traveling with the Denny party. This man A. A. Denny found to be very intelligent and thoroughly informed as to the geography and resources of Oregon, and particularly of the Sound country, of which he had heard little heretofore. Brock called his attention to the fact that it was but little farther from Umatilla landing, where the emigrant road reached the Columbia, to Puget Sound than to Portland; although as yet there was no road thither over the mountains. This geographical feature, coupled with the perfect ocean connection by the Sound, struck Mr. Denny as very significant, as it has struck reflecting men ever since.

The party proceeded down the Columbia toward Portland. At the Dalles they noticed the tent of the noted Indian trader, Craig, which occupied the site on which is now the Umatilla house. In the little harbor formed by the mouth of Mill creek lay a number of boats belonging to a man named Tudor. Here they hired a boat to transport them to the Cascades, where a tramway was being constructed across the portage. The journey thence was completed in the famous old brig *Henry*. On arriving at Portland the party was temporarily divided. Those composing the company, either from the first or added on the way, were the Dennys, C. D. Boren, J. N. Low, and W. N. Bell. Mr. A. A. Denny was obliged on account of illness in his family to remain for a time at Portland, then a busy place of two thousand people and having even thus early the airs of a metropolis.

Although confined somewhat tediously, he improved the time by making inquiries about the country, and from Mr. Thomas Chambers, the pioneer of the prairie country back of Steilacoom, who happened to be in the city, he obtained information which greatly increased his interest in the Sound.

In the meantime Low and D. T. Denny came over to the Chehalis country, partly for the sake of leaving Low's cattle in a good place to winter—at Judge Ford's—and partly to examine the region with a view to settlement. From Ford's they came on to Olympia and found Lee Terry. With Terry and Captain Robert C. Fay, who subsequently became well known in the Indian war, they made up an exploring party to go down the Sound. Obtaining a canoe, they set forth, paddling slowly down the Sound, or floating idly on the current of the deep blue water, noticing headlands, inlets and the unbroken forest, hazy in the September weather, with the blue smoke of the Indians' fires curling out of the woods from their camping grounds. In course of time they reached Alki point and made Elliott Bay, and entering and traversing it, ascended the Duwamish, where they found the party of Collins and Van Asselt, in the new ardor of settlement, which they had but shortly before determined upon.

Terry was from New York and was impressed with the place rather as a townsite than as a farming region. Probably the settlement on the Duwamish, which would increase rapidly, and the splendid chance for lumbering, led him to think that a point of supply must spring up somewhere near. Alki point and the peninsula, no doubt, struck him as bearing some resemblance to Manhattan island, with the inlet for the river and the bay answering to the East river, and the long shore from Alki answering for a much magnified Bowery. At any rate, he determined to make here a city, and, Low agreeing, they called it New York. Probably from their observance of Duwamish flats they regarded Elliott Bay as too shallow for shipping and wanted to get on the side of deep water. Alki was, moreover, a beautiful point with a sandy beach and level shore, and but slightly elevated land behind; with a bold outlook on the water, commanding a view of the Olympic mountains, and sure to catch sight and perhaps temporary possession of all the craft that came into the Sound and passed up towards its head. It was doubtless a reason for locating the city here that vessels would only have to bring to and stop in order to be in the place, while at the head of an inlet they must spend a few hours tacking in and go a few miles out of their course. It is not necessary to stop here to reflect upon the enterprise of these young men or to moralize upon how their dream has come true. Low, having found the spot for a home, hired D. T. Denny to take charge of his place while he went back to Portland for his family. Lee Terry and David Denny at once began work felling trees suitable for a log house, and laid the first beam of this structure on the 28th of September, 1851.

At Portland, Low found the rest of the party waiting and ready to start. It happened quite opportunely that at this place during the autumn a gold hunting party was fitting out with the intention of prospecting the Queen Charlotte Islands, where it was thought gold was abundant. The schooner *Exact*, Captain Folger, was the craft by which the journey was to be performed. A very considerable party was to go, adventurers, but sterling good men. By this schooner the New Yorkers were also accommodated with passage to their city. Among these were now numbered A. A. Denny and family; John N. Low and family; C. D. Boren and family; Wm. N. Bell and family, and Charles C. Terry. They made the somewhat lengthy and tedious voyage in safety, clearing at Astoria on November 7th, and crossing out the same day. Without unusual delay or bad weather, they passed up the coast, in view of the many romantic capes and headlands, sighting the Olympic mountains, and entered the straits. In six days they reached the point, on November 13th,* and stepped ashore. The party numbered just two dozen, all told, including D. T. Denny and Lee Terry, who had stayed at the point. It is a matter of interest to note that this party of twenty-four, had in thirty-six years become by natural increase 103, the number of deaths in that time having been 12, leaving 91.

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* The Alki Point settlers arrived at their destination on the 13th, and were disembarked the same day at low tide, spending the dull November afternoon in carrying their goods by hand out of reach of high water, assisted by the women and children. "And then," says Bell artlessly, "the women sat down and cried." Poor women! Is it any wonder? Think of it; the long journey overland, the wearisome detention at Portland, the sea voyage in the little schooner, and all to be set down on the beach of this lonely inland sea at the beginning of a long winter, without a shelter from the never-ceasing rain for themselves or their babes.—Bancroft Wash. pp. 22-23. [Courageous women after all and not so poor, in the long run, each one becoming owner in her own right of land worth a fortune. There was shelter, moreover, and before winter began the log and "shake" houses were completed. The winter too, was mild and beautiful. Nevertheless this is a touch not to be overlooked. Early life on this coast involved a great draft on the spirits.]

With great cheerfulness and good courage they at once set about completing the house already begun, and although the weather was rainy, did not slacken work on that account. This first of all the houses at the present site of Alki Point, was long and low, and without windows.

A piece of land about an acre in extent was partly cleared, and the trees which in case of wind might endanger the building, were felled. The site of this place was but a few rods from the water's edge and looked north. For twenty-four persons, accommodations were rather narrow, and as soon as possible a second house was built for A. A. Denny and family. A peculiarity of this cabin was the door cut in two crosswise, so that the lower section might be closed and fastened by a button, to keep the Indians out, and the upper opened at the same time for light.

It will not be inferred that life was carried on here in great splendor, neither must it be thought that it was passed in misery or without refinement. These were all men and women of intelligence and native and acquired culture. Much in the way of romance was woven in with the duller threads of life here, as among cultivated people everywhere.

Two more cabins were soon put up, one each for Bell and Boren, and these, as the logs suitable for making cabins which were available without the use of teams were exhausted, were constructed of split cedar boards, wrought tastefully. They were not regarded as so substantial as the others. Nevertheless, as the winter proved very mild, they were quite sufficient.

Although on the edge of a pathless wilderness and an unknown sea, the settlers were not lacking in visits of white men. Of course the Duwamish folks came over to see them. But a few days after they were landed F. W. Pettygrove and L. B. Hastings, of Portland, paid them a friendly visit on their way exploring down the Sound to Port Townsend. Nor was the young city obliged to wait long for commerce. Soon after the cabins were completed a ship hove in sight, seeking a load of timbers for piling, and those on board, seeing a settlement of white men, steered thither and came to anchor off the beach. This was the brig *Leonesa*, Captain Daniel S. Howard. The settlers were quite ready to take the contract for supplying the piling, and, although they had no teams, set to work at once with crowbars and hand-power to get the timbers out. Lee Terry, however, was detailed to go up the Sound for a yoke of oxen, which he obtained and brought down the beach from Puyallup; but before he returned, very considerable progress was made in loading the cargo. Many of the navigators during these early times were intelligent and entertaining men, and the officers of the *Leonesa* were no exception. Their visit was a most agreeable break in the monotony of the woods life.

There was no great danger of loneliness, however, as in the course of the winter as many as one thousand Indians gathered and made here their camp for the winter. Alki Point, to which the settlers had now agreed to change the name, as they learned that this word meant "Bye and bye," or "Before long," and thought it significant of their effort, had not hitherto been a rendezvous of the savages; but as the ground was cleared they began to congregate, coming by canoe loads and putting in place their little shanties, bringing with them the rush mats and hollow shingles of which they made them. They were perfectly good natured and showed no signs of hostility; and, in fact, it was evident that their object in wintering here was for the sake of protection from other Indians, respect for the American rifle having even before this extended to the remotest tribes. It may be supposed that, with their ill odors and in some respects squalid habits, they were not the most agreeable neighbors. Nevertheless the whites thought it prudent to make no objection to their coming and building next door.

In this swarm of native life there were representatives of different tribes, and altercations occasionally arose. At one time it was feared that a general battle would be brought on. Some Muckleshoot Indians came with a chief called Nelson at their head, and as a result of the boasting and braggart challenges that the savages were always fond of passing, the Snoqualmies under John Kanim became enraged. To the number of thirty or forty on a side, the opposing parties drew up in front of Low's house with their Hudson's Bay muskets in their hands. They stood close enough together to burn each other with powder in case the guns should happen to be discharged; and the insults and epithets cast back and forth along the lines seemed likely to lead directly to an exchange of bullets. Mr. Denny, however, put a stop to the broil by taking John Kanim and keeping him away until Nelson and his band went off. It was not regarded as certain, however, that there would have been bloodshed, as the Indians were fond of exciting wars of words and seldom fought drawn battles, preferring, when they really intended to kill, to take their victim unawares, and to do the talking afterwards. If the talking came first there was no killing.

As the Indians were an important factor in matters on the Sound, and as the city took its name from one of their chiefs, some brief description of the tribes about Elliott Bay with their noted men will make a more definite background for the historic scene.

The Indians at the time the first settlers came were very numerous, congregating in great numbers upon any occasion of importance. In a great "pot latch" on Whidby island in 1848, when Glassgow was beginning settlement there, A. B. Rabbeson also being present, the number gathered was estimated at about eight thousand, including nearly all the Puget Sound tribes, from the Nisquallies on the south to the Clallams on the north. At Alki Point they gathered in numbers of from seven hundred to one thousand.

They were at that time in a practically wild state. The chiefs and principal warriors had Hudson Bay muskets as weapons, but the great majority were armed only with bows and arrows, knives, and clubs and hatchets. Their knives they made by laborous hammering from scrap iron or files obtained from the trading vessels. They soon learned the great value of steel files, and acquired the knowledge of bringing them to the point of malleability, making a fire of sufficient heat by use of broken pieces of fir bark.

Their huts were made of split cedar boards. For the walls they rived planks of considerable dimensions, six or eight feet long and a foot or more in width and several inches thick. In erecting the walls they set the plank upright. For the roof they had small boards, whose upper or weather side was skillfully hollowed out, leaving a rim around all the edges except the lower, and such imperfections as knots or knot holes were carefully left with a surrounding rim so as not to convey a stream of water through. Their big houses were substantial structures, large enough to accommodate a small tribe, and these were not removed. But they put up many temporary huts, carrying their roof boards and mats about with them in their canoes. Every tribe had a big house which was a fortress as well as a domicile. The entrance to these was by a door hung on a pin at the top so that being swung either to the right or to the left, it returned to its place, closing the aperture. Light was admitted only through cracks or the hole in the roof which served as an exit for the smoke of their fires kindled on the ground. Often they had a number of places for fires and as many holes for the smoke to escape.

Their clothing was very limited. Originally the Indians were well clad, having skins and furs, but as soon as the trade for pelts began they dickered them off for trinkets, iron, muskets, and at the time of the settlement of Seattle were as nearly unclothed as they had ever been in their history. The women still wore aprons or pelisses or girdles made of finely wrought cedar bark, which was gathered up on a string to be tied about the waist, and fell in a tassel work of strings to the knee. As an outer covering or protection from the cold or rain, they usually had a blanket or a piece of cloth. The men and children often went without any clothing whatever, or only the outer cloth or blanket. They shortly began, however, to want clothing, and a hickory shirt was willingly purchased at the price of a whole venison.

Their boats were, of course, canoes hollowed from cedar logs by means of chisels or adzes and the use of fire. The adz was their most common tool. It was made of iron or steel with an edge like a chisel, and hung on a stick long enough to be easily manipulated with both hands. For the handle they selected a stick with a crotch at the farther end, and cut the two arms of the crotch so as to have one longer than the other, and between the two tied the iron by means of sinews, which as they shrank, made a very firm binding. By this means the cutting edge of the tool was brought diagonal to the handle, and in chopping or cutting the stroke was brought diagonal to the grain of the wood, not directly across it. Not only was their work facilitated but the fine gouging in the sides and edges was done as it could not otherwise have been. It was a most ingenious contrivance.

Like most Indians, these were shrewd, suspicious, taciturn and obdurate, but in many cases they showed much kindness. Among themselves they were boastful, domineering, and when in liquor, very quarrelsome. A case is told of one, who, when partly intoxicated, fatally stabbed his own brother. The members of the various tribes constantly engaged in petty quarrels, leading sometimes to affairs of violence, though anything like wars seem to have been uncommon. Though great braggarts, they were often cowardly, as is instanced by an incident in the experience of Mr. Van Asselt. He happened to be working at Alki Point, hewing timber. He heard a drunken brave inside an Indian house near by boasting in a loud voice that he was afraid of no one, Siwash or Boston, and would soon be displaying his prowess. Van Asselt, to test his courage, quietly left his work, and although a little dubious of the experiment, went to the shanty and looked for this big-hearted brave. The moment he appeared the Indian came forward, all smiles and blandishments, saying "clihi-i-am, clihi-i-am," in the most friendly manner. Their braggadocio did not mean fight, yet they were desperate fighters when it came to the pinch.

The indians were divided off into numerous tribes, almost every bay, lake and stream having one that claimed it as home. They seem to have had no great chief to begin with, but their head men met in council, and they also had great councils of all the tribes to form alliances for special purposes. At Port Madison there was a tribe over which Seattle presided. On the present site of the city of Seattle lived one with Curly, so called by the whites from his curly hair, at its head. On the Duwamish was a distinct tribe, with Old Dick as chief. There were also distinct tribes on Black river, Cedar river, Green river and at Muckleshoot prairie on White river; and on Lake Samamish was one properly called "Simumps." The biggest tribe was the Snoqualmies, on Snoqualmie river and prairie. Pat Kanim was their chief, probably the shrewdest and most powerful Indian on the Sound at that early day.

To speak now of some of the chiefs, it is most natural to begin with this one. Pat Kanim was a man of bright, intelligent face, which was broad and full, eyes large and lustrous, set straight in his head, a straight Greek nose, delicate mouth and with thin lips and graceful curves at the corners and at the "Cupid's bow." He was ambitious and knew how to gain ascendency over others. Our first knowledge of him begins with the great feast at Whidby Island in 1848. It would seem that it was by his pre-arrangement that it took place, or if it were a regular occurrence, that he gained control of its movements. Assembling the tribes to the number of eight thousand, he made a great display, had a grand hunt, driving up the game by means of dogs and runners, into a corral made of brush and seaweed, obtaining upwards of sixty large animals, such as deer, and many small ones. Thus was provided a magnificent feast. This was followed by a war dance in which over two thousand braves took part. After such feeding and display as was calculated to put a big heart into the Indians, a council was called the third day, and the business he had in view was laid before the council of the chiefs. The proposition was to form an alliance of all the tribes to exterminate the Hudson's Bay people on the Sound. The fact that Pat Kanim was the first speaker shows his primacy in the affair. He displayed great hatred of the King George men,* and advocated attacking Fort Nisqually, taking the plunder and killing or driving off the men. He was an impassioned speaker, and seems to have carried the sentiment of the council, for another chief, known as John Taylor, who followed Pat Kanim, taking it for granted that his plan would be adopted, rose to urge that they include the Americans at Tumwater. He had been in the Willamette valley, he said, and had there seen the Bostons, and learned that in their own country they were as numerous as the sands on the beach, and if they were allowed to keep on coming they would soon overwhelm the Indians, making them slaves; or else put them on their fire canoes and transport them to a far off land where the sun never shone. Pat Kanim did not oppose this suggestion, but it was nevertheless what broke up the council, for Gray Head or Snohodumtah, of the Nisquallies, who was a friend of the Americans at Tumwater, rose to withstand their destruction. He was a fluent speaker, and recounted how the larger tribes, as of Pat Kanim and John Taylor, had in former times made incursions into the country of the smaller ones, carrying them off for slaves; but since the Americans had come they had not dared to do it. Who would there be to protect the Nisquallies if the Americans were killed? The chief of the Duwamish said that as his tribe was between the Snoqualmies and the Nisquallies, he would do it. Gray Head spoke with contempt of such protection, and said that he would rather have one American with his rifle than any number of Duwamishes.

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* Soon after their arrival, a general council of the tribes of the Sound was held on the island at the instigation of Pat Kanim, chief of the Snoqualmies, to confer upon the policy of permitting the American settlements in their country.—Bancroft, Wash. p. 11. [It is astonishing with what pertinacity this author seeks to make the Americans the object of the Indians' hate. According to Rabbeson, who with Glassgow, was the only one to hear this conference, it was to urge extermination of the British at Nisqually and to seize their goods and cattle, that Pat Kanim addressed the council, and it was only because the tribes could not agree upon including the Americans that his plan failed.]

At this the council broke up in confusion, the various tribes probably taunting each other, and Pat Kanim trying to carry his point by appeal to passion. It appeared to the whites who secretly overheard the proceedings, that a general fight was imminent, and they took the precaution to get out of the way. But Pat Kanim would not commit the blunder of dividing the tribes, but sought rather to compel Gray Head by strategy to unite with them. His plan was to kill Glassgow and Rabbeson, the white men on the island, at once, and to send word of their murder to the Americans at Tumwater. They, thinking the deed was committed with the consent of Gray Head, would retaliate on the Nisquallies, and thus compel him to resist them in self-defense and to save his own tribe. The plan was shrewd, but Rabbeson and Glassgow learning of it through Glassgow's Indian wife, and having objections to certain of the details, made a prompt departure.

Although the plan failed for that season, the next year the Snoqualmies made an attack on Fort Nisqually. Pat Kanim was at their head. He brought his men to the fort in their war paint, giving as a reason that he was on a hostile excursion against the Nisquallies. He himself went into the fort, but while he was there his brother, Kassas, led a charge or dash upon the door of the fort, which was closed at once; but some Americans outside were shot down. Dr. Tolmie, commandant, was aimed at, but an Indian seeing that they could not succeed, directed the gun away. Pat Kanim, inside, seeing the assault a failure, affected surprise and drew off his men. It has been doubted that he had any hostile intention, but it is hard to believe that he did not direct the attack of Kassas, or that Kassas would have made an assault on his own motion, knowing that the chief was inside and would be the first one killed, unless he knew what was coming and could either use force or dissimulation according to the result. In connection with the plan broached by him the year before it seems certain that he intended to take the fort. The killing of the Americans was, however, a mistake, as he was not prepared to incur the enmity of Gray Head. For this reason probably he made no objection to delivering up his brother for execution for the murder of Wallace, the American that was killed. It was this diplomatic statesman and cunning warrior that came around among the little band of Americans at Alki. They knew nothing of his history, but soon marked him as a man of strong character and great ability. They found him ever friendly and considerate and learned to repose in him implicit confidence. He proved fully worthy of it, and they cannot to this day believe that he was the sinister savage that he seemed to be on Whidby Island and at Nisqually, and the dissimilarity is inexplicable except on the supposition that he hated the English but liked the Americans.

Another brother of his was John Kanim, who came so near having a fight with Nelson of the Muckleshoots at Alki, and who was afterwards killed in a brawl at Tulalip.

Chief Dick of the Duwamish was a man of great integrity and piety. It was his custom to assemble his family and conduct what we should call family worship to the Socalee Tyee. He spoke no language but his own native Indian, not even understanding the Chinook jargon. It was due to him that the settlers on the Duwamish were not killed, for, although he did not or could not restrain his Indians, he sent his daughter Sally to them secretly to warn them, so that Van Asselt recognized as assassins five certain Indians who came to his cabin in the absence of his partner and waited around, not asking for food.

The chief for whom Seattle was named lived across the inlet on Bainbridge Island at Port Madison, at the great lodge known as the "Old Man House," pronounced ol-e-man. This singular name is explained by saying that the Indians conceived of inanimate objects as masculine or feminine, but had no way of expressing the distinction in Chinook but by using the prefix "ole man" or "ole woman." This house, being large and strong, was thought of as a strong chief, "ole man." Seattle's father was a Suquamish and his mother a Duwamish, and by this he was recognized as a superior chief of both. By the whites too, he was recognized as a high chief. This distinction was not due so much to his greater ability as to his well known friendliness. He was much up and down the Sound, stopping often at Olympia as well as at the Old Man House. It was at the former place that he met Dr. Maynard and gave him his grand-daughter Betsy. Later on this young woman led a dismal life, having as husband a dissolute white man who deserted her and her child. Some time after the settlement at Seattle she ended her own life by hanging. There were two sons of Seattle, one of whom is remembered as a tall and fine looking Indian, but both died of consumption long before the death of their father. In person Seattle was short and heavy, weighing as much as 180 pounds. He was round-shouldered, and by some it was fancied that he resembled in feature Senator Benton of Missouri. His face was refined and benevolent but not particularly strong. He was a good friend to the whites, yet when the Klickitats began the war on the whites did not manifest the concern of Pat Kanim for their safety. He died in 1866, at an age estimated as about 80. He professed to remember Vancouver, which might very likely have been the case as he must have been a boy of from six to ten when the great navigator visited Puget Sound. He was neat in his dress, wearing a shirt, pantaloons, coat and often a blanket, with a high peaked hat of native manufacture. He became a Catholic in faith and his grave is marked by a shaft inscribed with his name, the symbols of his faith and a brief word indicating his services to the whites. This was raised but a few years since by citizens of Seattle. His name, as pronounced by the Indians, was "Sealth."

Thomas Mercer

It would be unfair and untrue to regard these tribes of natives as altogether an evil and a hinderance to settlement, for they were essential as workers, as rowers or paddlers, as fishermen and in handling timbers. There was also much in them to respect and love, and there is an unlimited pathos about their attempts "to be good," and their futile efforts to imitate the white men, and about their fate—for by the coming of the whites all the uses and courses of life seem to have been turned for them into poison. Nevertheless they were not pleasant neighbors.

SETTLEMENT AT SEATTLE.

As Low and Terry intended making a city at Alki, and as the other members of the colony desired land of their own—more than the lots that the proprietors of Alki offered to give them—it became necessary to look further for claims.* Bell, Boren and A. A. Denny made an expedition to the Puyallup during the winter, but were not satisfied with what they found. In a state of nature that country was a tangle, almost a jungle, with wild beasts and wild men in abundance, but no settlers. In the next place, they looked across Elliott Bay as affording a possible chance for homes. Their immediate necessity had to take precedence of ulterior advantages. They must find places where they could make a living, and the main source of this was to furnish piling to the ships; while they depended also on their cattle, both their cows for milk and their oxen for hauling out the timbers to the shore. In February an examination of the bay was made, in order to determine whether it would admit ships near the shore for their primitive lading. They wished also to see what was the prospect for timber and for pasture along the shore. They used a canoe as their craft, and Bell and Boren handled the oars. Denny, using a clothes line with a bunch of horse shoes attached, "heaved the lead." This was the first hydrographic survey of the harbor.

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* Low and Terry laid out lots at Alki Point calling it New York, and offering lots to those members of the company who would remain and build upon them. But the Indians gave information during the winter concerning a pass in the Cascade mountains, which induced the majority to remove in the spring to the east side of the bay, where they founded a town of their own.—Bancroft Hist. Wash. p. 23. [As stated by Denny, the immediate object in moving across the bay was to obtain donation claims of their own, having particularly abundance of timber for piling, with facilities for loading ships, deep water in shore. The fact of a pass in the mountains by which a road might be made for immigrants from Umatilla, could have had very little to do with determining which side of the bay the city was to be on.]

They began their work about daylight, passing over to the north shore and taking soundings from Smith's Cove southward. The water proved to be very deep in the bay, and the soundings brought them near the land. Toward noon they had passed as far southward as the present site of the Arlington hotel. Stopping here for lunch at a spring that trickled out of the bluffy shore, they rested a little on the pebbly and sandy beach. Looking up over the impending bluff, Mr. Denny observed a break in the forest through which he saw the sky beyond. Thinking this to indicate an opening in the continuous woods, he climbed up the bank and discovered a gently sloping hillside over which a fire had passed, deadening the trees. Some of these, particularly the alders, of which there were many at that particular place, had fallen over, leaving an opening in the boscage. It was this place, which was his by right of discovery, that he afterwards chose for his home. During the afternoon the party paddled south, up the bay. As they passed slowly along the shore from their noon resting place, they found the bluff diminish in height, lowering from thirty or forty feet down to fifteen, and, in less than half a mile, to but five or less. Then it disappeared, and they came upon a little crooked tide stream, with muddy banks and salt grass on the margin and along the tiny meadow. Near this point was a curious circular mound or knoll thirty or forty feet high, with steep but not bluffy sides. Beyond was observed an Indian house, no longer inhabited, but left to stand and it was now partly overgrown with wild rose bushes, which flourished along this shore. South of the little tide stream they coasted past a low, wooded plat, but little above the tide water, but bearing fir trees. They continued their voyage to the tide-flats and around the head of the bay, reaching home by nightfall, not only "well pleased with the excursion," but thoroughly satisfied as to the fitness of the bay for a harbor and as to its eastern shore for a home and a place to build a city.

Being well satisfied as to water, timber and pasture, and seeing also that here was the better harbor and site for a city, they decided to locate here their donation claims. They blocked off in a body a tract that would serve as farms or timber lots at first and afterwards as a townsite. This tract lay just opposite the entrance of the bay about a mile and a half along the shore. The southern boundary was below the little tide stream near the curious knoll just north of the low land covered with fir trees. Off this point the water shoaled and a spit ran out. It was here that the tide-lands began and the bluff broke down.

Dividing the tract into three pieces, Boren took the one to the south and Bell that to the north, while Denny had the center. As the plan of laying off a town was more talked of, D. T. Denny was invited to locate on this site, the others offering to rearrange their boundaries so as to let him in. But he would not take advantage of their generosity, saying that as he was a bachelor he could afford to wait. He therefore laid a claim north of Bell's.

As the cattle had been left to winter in the Willamette valley it was decided to get them over before moving to the claims. Opportunely, about this time, March 23d, the *Exact*, on her return voyage from the north where she had found nothing of interest, touched at Alki on her way up the Sound, and by her Boren and David Denny were furthered on their way to Portland as far as Olympia, and Bell and A. A. Denny were left to take charge of the claims and families. This proved no easy task as they still had in their systems the remnants of Eastern ague, and during all that spring and summer had their regular paroxysms of chilling and burning.

On the 31st of March, the same year, came an independent settler, a business man, who, if the Terry's and Denny's had not preceded him, might perhaps have become known as the father of the city. This was Dr. D. S. Maynard, originally from Vermont. He was a man of much education and enterprise. He had been stopping at Olympia over winter, and, making an examination of the run of salmon, concluded that there was a fortune in pickling or salting them. Finding Chief Seattle he inquired of him the best place for obtaining the fish. Seattle said he would show him and in March, accordingly, brought him to Elliott Bay, landing him at Alki and agreeing to catch the fish for him. After examining the bay and particularly that part on the southwest at the place formerly called Milton, now West Seattle, Dr. Maynard found nothing that suited him so well as the point on the east side at the southern end of the tract set off for claims. He was readily accommodated with a site here, and the others offered to change their lines so that he might take a claim.

At first he declined this liberal offer, saying that he only wished space enough for a fishing station temporarily, but he afterwards concluded to accept their offer and they set their lines north to make room for him. During the summer the salmon business flourished, Seattle keeping canoes of fishermen on the bay, to the number it is said of fifty to one hundred. An air of thrift and business activity therefore pervaded the place almost from the first.

It was not until April—the third day—that the claimants on the east shore of Elliott Bay were ready to move over; and then it was but to camp, as no cabins had been built. Boren set his tent on the south side of the townsite, and Bell on the north. Denny was not well enough, however, to move, and remained at Alki until a house could be built for him. His comrades first put up cabins for themselves, and then one for Denny on the bluff. This did not prove a convenient place, however, on account of the ruggedness of the shore, which made access to and from the beach difficult. Indeed, the water could be reached from the shore only by a roundabout path. He therefore soon afterwards built another house on the site now occupied by the Frye block on Front street, and thus the claims were adjusted so as to give all convenient ways to the water. One of the difficulties of settlement was to obtain good drinking water. Denny sunk a well forty feet deep in the gulch, but found only quicksand and a very small supply of water.

This first summer was spent by the pioneers in improving their claims and in furnishing piling and timbers to vessels in the harbor. They had a number of visits from the brig *Franklin Adams*, Captain L. M. Feiker; and the brig *John Davis*, which was first owned and commanded by Captain George Plummer, and afterwards by Captain A. W. Pray. These vessels were not only useful for purchasing their timber, but also for bringing their supplies. There was then but little produced on the Sound, and groceries of all kinds were to be obtained only from ships, all of which carried a small stock of goods as they traded along the coast. From such craft they were supplied at Elliott Bay with pork and butter brought around Cape Horn from the East, flour in barrels from Chili, and sugar in mats from China. The coming and going of such vessels was something to keep up the life of the place and to mark the progress of events. In the autumn of the same year—October—occurred one of the most importent events of the early history of the place. This was the coming of Henry L. Yesler.

Mr. Yesler proved to be a worthy comrade of the men who had selected the place a few months before. He was a man of practical education, business experience, broad ideas and liberal means. From his native state, Maryland, he had come to the Pacific Coast with the intention of establishing here a business of large proportions. Satisfying himself of the permanence of the mining interests of California, he concluded that the demands of that state, and particularly of San Francisco, for lumber would make lumbering a great business. He therefore came up to Portland, expecting to establish himself there. But because of the wreck of the steamer *General Warren*, which occurred about that time, and some other discouraging things, he decided to look further. At Elliott Bay he found what he wanted. Here was an unrivaled harbor, an outlet to the sea impeded by no shoals or bars, and a world of the best of timber. Looking about the harbor he preferred as a site the point where Maynard and Boren joined claims, and their lines were accordingly so changed as to let him in. Nothing seems to the historian more kindly and good tempered than the disposition of these pioneers, who had a city already in view and knew something of the value of their land, to give to new arrivals an equal advantage with themselves. It was, it is true, good policy to favor active men with business interests, and to offer inducements to locate here; but such a liberal line of action is seen and appreciated only by the liberal.

Late in the year—December—occurred the discovery of Salmon Bay, the original Shilshole of the Indians. It illustrates fairly well the perfect satisfaction of the first occupants of Elliott Bay that they had made no examination further north for a better site than their own. The discovery of this water was quite accidental, and the incident is most entertainingly narrated by Mr. Denny :

> "When we selected our claims we had fears for the maintenance of our animals as our stock would not afford them sufficient feed in the winter and it was not possible to provide feed for them, which caused us a great deal of anxiety. From statements made by Indians, which we could then but imperfectly understand, we were led to believe that there were prairie or grass lands to the northwest, where we might find feed in case of necessity ; but we were too busy to explore until in December, 1852, when Bell, my brother and myself, determined to look for the prairie. It was slow and laborious traveling through the unbroken forest, and before we had gone far Bell gave out and returned home, leaving us to proceed alone. In the afternoon we unexpectedly came to a body of water, and at first thought that we had inclined too far eastward and struck the lake, but on examination we found it to be tide water. From our point of observation we could not see the outlet to the Sound, and our anxiety to learn more about it caused us to spend so much time, that when we turned homeward it soon became so dark that we were compelled to camp for the night without dinner, supper or blankets, and we came near being without fire also, as it had rained on us nearly all day and wet our matches so that we could only get fire by the flash of a rifle, which was exceedingly difficult to do under the circumstances. Our camp was about midway between the mouth of the bay and the cove, and in the morning we made our way to the cove and took the beach for home. Of course our failing to return at night caused great anxiety at home, and soon after we got on the beach we met Bell coming on hunt of us, and the thing of most interest to us just then was he had his pockets filled with hard bread.
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> "This was our first knowledge of Shilshole Bay, which we soon afterward fully explored, and were ready to point new comers in that direction for locations. The first to locate were Dr. H. A. Smith, Edmund Carr, E. M. Smithers, David Stanley, John Ross, F. McNatt, Joseph Overholts, Henry R. Pierce, Burley Pierce and William Strickler. McNatt and the Pierces afterwards changed their location, and Ira W. Utter and ——Hall came in and occupied the ground first held by them. Some of them had the impression that the bay must be a great resort for salmon in their season, and therefore named it Salmon Bay, but time proved it not to be a very appropriate name. The narrative of our travels and discovery will doubtless sound strange to some now, but it was not uncommon for inexperienced persons to get lost between the bay and the lake, and in some cases it was necessary to look after them to prevent their suffering."

The events from September 25, 1851, to the end of the year 1852, although the acts of but a handful of pioneers, nevertheless made up a very considerable aggregate, moving along with something of the rapidity which has characterized Seattle during her entire career. They may be summarized as follows: Selection of claims on the Duwamish, September 16th; moved on them, September 27th; location at Alki Point, September 25th or 26th; foundation of cabin laid at Alki, September 28th; arrival of the *Exact* with twenty-two passengers, making twenty-four at "New York," November 13th; visit of F. W. Pettygrove and L. B. Hastings at Alki, in November; visit of the brig *Leonesa*, Captain D. H. Howard, for piling, in winter, perhaps December; survey of Elliott Bay by Bell, Boren and Denny followed by location of claims on the east shore, February 15th, 1852; return of D. T. Denny and Boren to the Willamette for the cattle, March 23d; arrival of Dr. Maynard with Seattle, to establish a salmon fishery, March 31st; during the summer of '52, arrival at various times of the brigs *Franklin Adams* and *John Davis*; arrival of H. L. Yesler, October; discovery of Salmon bay, in December.

The winter of 1852–'53 was characterized as a time of scarcity. It is told so graphically and with so much humor by Mr. Denny that his account may be inserted here. It is seen by this that the settlement of the place was not by any means a picnic, though the hardships were borne with cheerfulness and good humor.

"In the year 1852–'53, but few vessels visited the Sound for several months, and as a consequence it was a time of great scarcity, amounting almost to distress. Our pork and butter came around Cape Horn and flour in barrels from Chili, sugar mostly in mats from China. That fall I paid $90 for two barrels of pork, and $20 for a barrel of flour. I left one barrel of the pork on the beach in front of my cabin, as I supposed above high tide, until it was needed. Just about the time to roll it up and open it there came a high tide and heavy wind at night, and like the house that was built upon the sand it fell, or anyway it disappeared. It was the last barrel of pork in King county, and the loss of it was felt by the whole community to be a very serious matter. There were different theories about it. Some said it would float and had gone out to sea. Others thought it had rolled down by the action of the waves into deep water. We all turned out at low tide in the night with torches and searched the beach from the head of the bay to Smith's Cove, but the pork has not yet been heard from. After the loss of the pork our flour and hard bread gave out, but fortunately we had a good supply of sugar, syrup, tea and coffee, and with fish and venison, we got along quite well while we had potatoes, but finally they gave out. We then had to make a canoe voyage to the Indian settlement on Black river to get a fresh stock of potatoes. Flour sold as high as $40 a barrel, but finally the stock was exhausted so that it could not be had on the Sound at any price until the arrival of a vessel, which did not occur for six weeks or more. This was the hardest experience our people ever had, but it demonstrated the fact that some substantial life-supporting food can always be obtained on Puget Sound, though it is hard for a civilized man to live without bread."

EVENTS OF 1853—1855.

This was a time of growth. Alki Point became the sole property of C. C. Terry, his brother having returned East, and Low early in the year having sold to him his interest.*

In April of 1853, arrived Dexter Horton and Thomas Mercer. Mercer brought the first wagon, and when it was unloaded on the beach, there was not a rod of road to run it on. But the rest turned to and widened out the trail to roll the vehicle out to the place which he took on Lake Union. The wagon, however, proved afterwards very serviceable to the town, as a team was wanted for moving wood and lumber.

This season others also came in and the claims along the bay and the lakes began to be occupied. The wilderness began therefore to seem less solitary.

The event, however, by which the year was distinguished was the laying off of a townsite and the filing of the plat before a notary. This was done in May.

The town was laid off so as to conform to the trend of the shore line, which here is toward the northwest. In the original plat of Denny and Boren there were but three streets parallel with the shore. These were Front, Second and Third. Front ran about as it now does, with its western edge along the rim of the bluff. These streets were laid but four rods wide, but through the blocks a sixteen-foot alley was run parallel to them. On the south line, in a course east and west, was Mill street, now Yesler avenue. At an angle to this, northeast, came James street, then Cherry, Columbia, Marion and Madison;

*** The embryo city of New York never advanced beyond a chrysalis condition, but after having achieved a sawmill, (soon after removed to Port Orchard,) a public house and two or three stores, and after having changed its name to Alki, an Indian word signifying "in the future" or "by and by,' which was both name and motto, it gave way to its more fortunate rival. It had a better landing than Seattle, at that time, but the harbor was exposed to the winds from the north, where vessels were sometimes blown ashore, and was otherwise inferior in position. Terry at the end of the two years removed to Seattle, where he died in 1867. Low went to California and the East, but finally returned to Puget Sound where he settled on Snohomish river near Snohomish City.—Bancroft, p. 25. [It was not only a quieter harbor at Seattle, but more convenient to the timber, which first Denny and soon Yesler were seeking.]**

and that was all. All the streets were sixty-six feet wide. In each block there were eight lots and a middle alley. The lots were sixty by one hundred and twenty feet. There were twelve blocks, the one numered "one" at the intersection of Mill and James being fractional. Dr. Maynard had a few blocks laid off south of Mill street, and his plat was filed the same day.

The naming of the city was accomplished without difficulty. It was easily decided to give it an Indian name, although it was suggested by some to call it Elliott for the English admiral in honor of whom the bay had been christened; but that was too little significant of anything connected with the interests or history of the place. Indian names were not lacking, but those of the shores and points were hardly usable. Alki Point went by the name "Smoquampsh." The shore of the bay by Belltown was called "Mulkmuckum"; and the spot where the town was first laid off was "Zechalalitch." These were pure Indian words and the whites were not able to find what they meant. The Indians would answer "cultus" to their inquiries, meaning that it was no good to try to find out, or for them to try to explain; the meaning probably having been forgotten, as in the case of most of our names. Discarding, therefore, these meaningless and barbarous-sounding appellations, Mr. Denny and Boren and Dr. Maynard decided to call it Seattle for the chief of the Suquampsh and Dewampsh. The name, as we pronounce it, is a corruption, the original Indian being "Sealth." Seattle was at first very angry that his name should be used in that way, thinking that harm might result to his spirit in the future life, Indians being very superstitious as to their names, pictures, etc.; but he soon became very proud of it. It is the name of a brave man, a good friend of the whites, and is suggestive of the origin of the city at a time when savage life still abounded.

In the autumn of the year there was a considerable addition to the place and vicinity, some of the arrivals having come by the new road built that year through the Natchess pass of the Cascade mountains. The list is given as follows:

In the fall of 1855, A. L. Porter located a claim on the prairie, which takes its name from him, and Dominick Corcoran and James Riley located at Muckleshoot prairie, the three being at the time the farthest out in that direction. Lower down

the valley were Wm. H. Brannan, George King, Harvey Jones, Enos Cooper, Moses Kirkland, William Cox, Joe and Arnold Lake, John M. Thomas, R. H. Beaty and D. A. Neely. At and near the junction of White and Black rivers were Wm. H. Gilliam, Joseph Foster, Stephen Foster, A. F. Bryant, Charles E. Brownell, and further up the Black river O. M. Eaton, Joseph Fanjoy, H. H. Tobin, and Dr. R. M. Bigelow. On the Dewampsh river, of those now remembered who have not already been mentioned, we have John Buckley, August Hograve, George Holt, Dr. S. L. Grow, G. T. Grow, J. C. Avery, Eli B. Maple, C. C. Lewis, Bennet L. Johns.

On the lake John Harvey, E. A. Clark, T. D. Hinkley, Lemuel J. Holgate; on the bay south of town John C. Holgate, Edward Hanford, John J. Moss, and at the mouth of the river Charles Walker.

On the Puyallup were R. A. Finnell, Abiel Morrison and family, John Carson and family, J. W. McCarty and family, Isaac Woolery and family, Willis Boatman and family, Adam Benson, Daniel E. Lane, William Kincaid and family, and others not now remembered—Nicholas Delin was located at the mouth of the river.

The year 1853 was also distinguished as a time for undertaking public works. Among the first of these was that of road-making. Although the region was well supplied with waterways the need of wagon roads was admitted, and a public highway was projected to extend from Seattle to Steilacoom. This was laid out by the commissioners of Thurston county, but before it was opened King county was set off on the north. At the time of the division A. A. Denny was a member of the board of county commissioners for Thurston county, and after that event still agitated the road question.

This year must be marked as an era of extraordinary road building in the territory, and Seattle was doing its part to keep up. The idea upon which Puget Sound was settled, that it was not only a harbor but also the natural terminus of overland routes, led to the conclusion that the route from Umatilla must be opened by a wagon road. Immigrants to the Willamette valley went all the way in wagons, using the Barlow road to Portland which crossed the mountains at the foot of Mt. Hood. An equally good pass could be found over the mountains for a road to the Sound, and until an equally good road was made the immigrants would go to the Valley instead of the Sound. As early as 1850 the subject was discussed at Tumwater and Olympia, and Simmons and others made an attempt to put the road through. In 1852 R. H. Lansdale explored the Natchess pass and made an effort to have a road opened by the territory. Col. Ebey failed to carry the measure of his friend, but secured a road tax of four mills on the dollar which would have been enough to do the work. The legislature, however, memorialized congress on the subject and an appropriation of $20,000 was granted for a military road from Fort Steilacoom, on the Sound, to Fort Walla Walla.

In the meantime the idea of a Pacific railway, which had long been working in the mind of the people of the United States, had taken form as a Northern Pacific road, and by the session of congress of 1852-3 a survey of a route from the upper Mississippi was authorized, to be directed by the secretary of war, Jefferson Davis. He placed in charge of this survey Isaac I. Stevens, who had also been appointed as first governor of the territory. Stevens was to begin at the east end and survey west, and at the same time a party was to begin on the Sound and survey east, to meet Stevens somewhere near the upper Columbia. This party from the Sound was put in charge of George B. McClellan, then a captain. He was also entrusted with the work of opening the military road from Steilacoom to Walla Walla.

The people on the Sound waited anxiously for him to come and begin work. They had good reason to doubt his getting the work done that year, and concluded to begin upon it themselves. One hundred and fifty men pledged money for the enterprise and about forty began work at once, under Edward Jay Allen, of Olympia, as superintendent and engineer, and made a good track from the settlements to the foot of the mountains. McClellan did not arrive until about the last of June, and was then so straitened for time to look through the mountains and meet Stevens, that all he could do was to tell Allen to go ahead and finish the road and he would use his influence to have the government pay him. He used the settlers' road and pass to get over the mountains, but the settlers have never been paid for their work. Nevertheless, they got their road through the mountains—in a fashion; blazing a trail and making over the logs a sort of corduroy bridges, which were simply poles piled against the logs. While a help to horses they were rather a hinderance to wagons. The road-builders met the immigrants at Wallula, however, and gave them such information of the road as induced a considerable number to come hither. They had slow work getting over the mountains, being obliged to cut their way much of the distance, and often traveling no more than three miles a day.

It was to meet this road that the Seattle people began work and made a track that summer by which a number of families reached the place. But the road was difficult to keep up, and the military road was but little improved in 1854, although the rest of the $20,000 was expended, and in the spring of 1855 a trail was cut through direct across the mountains from Seattle by the Meridian prairie country and the Green river trail to Rattlesnake prairie. But the Indian war so soon following put an end to road-making of all kinds. Even the road from Steilacoom to Seattle and Alki could not be kept open.

As a general statement of beginnings at Seattle—such as erection of county, the postoffice, first steamers, schools, church services, celebrations, etc., nothing could be better than the following from Denny. No apology is necessary to the reader for making this extensive quotation, and to Mr. Denny we can only say that since he has cut out so plain and direct a road he cannot complain if the narrator takes it in preference to a more circuitous and more unsatisfactory route. A quotation here is better than a summary.

> Yesler's was the first steam sawmill on the Sound, and when he began to cut lumber we built frame houses and vacated our log cabins as speedily as possible, and I believe his cook house for the mill was the last log house in use in the place. In the spring of 1853 J. J. Felt located at Apple-tree Cove and built a mill, which, after the first winter, was moved to Port Madison and afterward bought, enlarged and improved by G. A. Meigs. Isaac Parker, Delos Watterman and S. B. Hinds came up on the brig *John Davis* to assist Felt in building at Apple-tree Cove, arriving in Seattle February 9th, 1853, and began work early in March. Also in the spring of 1853 Captain Wm. Renton came to Alki and built a mill, which, early in 1854, he moved to Port Orchard. It now seems strange that men of such marked intelligence and experience as they possessed could have overlooked and passed by such superior locations as Madison and Blakely, but I suppose it was upon the theory that Puget Sound is all a harbor, and it was not necessary to be particular, a mistake that has been made in many other cases on the Sound.
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> In July, 1853, Captain William C. Talbot came to the Sound in command of the schooner *Julius Pringle*, to select a site for a sawmill, in the interest of Wm. C. Talbot & Co., the firm being composed of himself and A. J. Pope, of San Francisco, and Chas. Foster and Captain J. P. Keller, of East Machias, Maine. Among others on the schooner were Cyrus Walker, present manager of the Puget Mill Company, E. S. Brown, millwright, Nathaniel Harmon, Hill Harmon, David Foster and James White, all of the state of Maine. The cargo of the *Pringle* consisted of lum-

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ber, tools and supplies necessary for beginning the proposed enterprise. They first anchored in Port Discovery Bay, from whence they made explorations round the Sound as far south as Commencement Bay, and finally determined to locate at Port Gamble, to which point the schooner was brought and discharged as soon as possible, and building commenced. On the 5th day of September, 1853, the schooner *L. P. Foster*, commanded by Captain J. P. Keller, arrived 154 days from Boston, having on board his wife and daughter, who were the first white women to land at Port Gamble.

The *Foster* brought the mill machinery and general outfit, and after loading with piles at the head of the bay, was taken to San Francisco by Captain Talbot, Captain Keller remaining in charge of the mill, where he continued as resident partner and manager until his death.

This trio of noble pioneers, Pope, Talbot and Keller, being now all dead, I think I may with propriety speak of their high character for business integrity and enterprise. They belonged to that class of men who do not idly wait for something to turn up, but were full of energy and push, and not only helped themselves, bnt were ever ready to extend a helping hand to the needy and unfortunate.

When Captain Talbot and party were looking for a location they found Captain Wm. P. Sayward and J. K. Thorndyke busily engaged in building a mill at Port Ludlow, which in time became one of the principal mills on the Sound and has finally become the property of the Port Gamble or Puget Mill Company. Sayward, one of the founders, died suddenly in California, and Thorndyke, I think, is still living.

The Oregon legislature, session of 1852–'53, divided Thurston county, forming on the north Pierce, King, Island and Jefferson, and appointed as a county board for King, J. N. Low, L. M. Collins and myself, county commissioners; H. L. Yesler, clerk, and C. D. Boren, sheriff. We all qualified except J. N. Low, and held the first commissioners' court March 5th, 1853.

We obtained our mail from Olympia, the nearest postoffice, by a canoe express, for which service we hired Robert Moxlie to make weekly trips between Seattle and Olympia. All were required to pay twenty-five cents a letter, and nearly all subscribed something in addition to support the express. For this service I gave the lot now owned by M. R. Maddox, upon which the City Drug Store now stands. Our last express was received August 15th, 1853, and brought us twenty-two letters and fourteen newspapers. August 27th, having been appointed postmaster, I received the first United States mail ever delivered in Seattle, and opened the office in a log cabin where Frye's opera house now stands. I, however, was not permitted to enjoy the distinguished honors and immense emoluments of the position long. Dr. Maynard and two or three kindred spirits very secretly represented to the department that I was not in sympathy with the administration; in fact that I was not only a Whig but an "offensive partisan," and got me relieved October 11th, 1853, by the appointment of W. J. Wright, a little drunken doctor.

This intrigue was discovered not long after the petition had gone on, and Geo. N. McConnaha and other friends of the administration—in other words Democrats—forwarded a protest, and on May 4th, 1854, I was recommissioned by Horatio King, First Assistant Postmaster-General, but I declined the appointment. About this time

Wright left the country, forgetting to pay his bills before starting, or settle with the department, and Chas. Plummer was next appointed.

In early times we occasionally saw the Hudson Bay steamers *Beaver* and *Otter* passing to and from the station at Nisqually, but as yet no American steamer had ever navigated these waters. The first American steamboat was brought to the Sound by her owners, A. B. David and Warren Gove, on the deck of the bark *Sarah Warren* in October, 1853. She was a small sidewheeler called the *Fairy*, and made several trips to Seattle, and occasionally lower down the Sound, taking the place of our canoe express in carrying the mail, but she proved insufficient as a sea boat on the lower Sound and a small sloop called the *Sarah Stone*, was for a time put on the line by Slater & Webber. In the fall of 1854, James M. Hunt and John N. Scranton brought up the *Major Tompkins* and contracted to carry the mail on the Sound, running through to Victoria, and in March, 1855, she was wrecked in entering Victoria harbor. The next steamer was the iron propeller *Traveler*, which came in the summer of 1855, and was commanded by Capt. J. G. Parker. Next was the *Water Lily*, a small sidewheel boat brought up by Capt. Wm. Webster.

The fifth and last one I shall mention was the *Constitution*, put on by Hunt & Scranton to fill the place of the *Major Tompkins*.

The first religious service in Seattle was by Bishop Demers, a Catholic, in 1852. The next was by Rev. Benjamin F. Close, a Methodist, who came to Olympia in the spring or early summer of 1853, and made several visits to Seattle during the summer and fall, and the same season Rev. J. F. DeVore located at Steilacoom. C. D. Boren donated two lots for a Methodist Episcopal church, and in November, 1853, Rev. D. E. Blaine and wife arrived and Mr. Blaine at once engaged in the work of building a church on the lots donated by Boren. This was the first and only church in the place until 1864, when Rev. Daniel Bagley built the Methodist Protestant church, which he painted brown, and the other being white, they were ever afterward designated as the "white" church and "brown" church. Mrs. Blaine taught the first school, Miss Dorcas Phillips the second and E. A. Clark the third.

The first fourth of July celebration north of the Columbia river, of which I have any knowledge, was held at Olympia, July 4th, 1852, on the hill where the old school house stood, but it was then new and unfinished. D. R. Bigelow was orator and B. F. Shaw marshal, but I do not now remember who read the declaration.

It was quite a respectable celebration, and was attended by most of the population within a day's travel, and quite a number like myself, from a greater distance. Those times we traveled almost entirely by canoe, and never expected to make the trip from Seattle to Olympia in less than two days. In the winter I have ~~frequen~~tly been three days, and camped on the beach at night; and on one trip, I well remember, in December 1852, the weather was so stormy I had to camp two nights before reaching Steilacoom.

In after years I have paid as high as ten dollars steamer fare to Olympia, and when it got down to six dollars we thought it very reasonable. It always cost me more than that amount by canoe, when traveling alone with an Indian crew, to say nothing of the comfort and time saved by steamer, and time was quite as much of an object with us capitalists then as now.

SHIPS AND CRAFT IN THE EARLY TIME.

Seattle was not at first a place where a majority of the ships that entered the Sound must land. It was for the purpose of obtaining timbers that the crafts sought these waters, and they stopped at whatever cove or inlet or shore gave best promise of supply. Some did not proceed above Port Townsend. Some went on to Budd's Inlet. A considerable number did not go above Elliott Bay. To a large extent these vessels were the common interest of all the places on the Sound and their history here belongs to no one exclusively. Seattle may claim an interest in them even though they did not all make at her dock the terminus of their voyage. Nearly all sailed to or beyond Elliott Bay, and from Alki and from the Seattle shore the people saw them go by. To this extent, therefore, they became a part of the daily life of the people. It was from the ships also that the dry goods and groceries were obtained. It will be quite impossible, therefore, to convey any definite idea of the early times without telling something of the ships that the people here all knew. A ship is, on the whole, the most nearly personal of any inanimate thing. It is affectionately called "she," and has a life and character of its own. The great relief to the feeling of isolation and loneliness was the coming and going of these white-winged messengers. The pleasure of the seamen in coming ashore was only equalled by that of the people in the little settlements in hearing and seeing something from the great world outside. The news and talk of the ships with their familiar names and histories, formed a certain stock of public knowledge and common interest that was quite distinctive of the early life of the Sound and of such settlements as that at Seattle before the day, not only of railroads, but even of wagon roads. The whites did not look upon them with the wonder and awe of the Indians, who regarded them as if from another planet, but they formed a hardly less, indeed much more, striking element of their existence, for though they did not come from another world, they came from *the* world bringing civilized food and clothing, books and papers and sometimes letters from home. It was mainly by them that courage and hope were kept alive and life made endurable.

The Indians still talked of the ships of Vancouver and those that since the last century had traded on the northern coast. All these, however, had long before this been superseded by the coasters of the Hudson's Bay Company, who operated, among other craft, the steamer *Beaver*. This vessel made regular trips from Nisqually to the stations to the north. She was brought out from England as early as 1836. She came as a sailer, but the machinery for converting her into a steamer was brought out on a consort at the same time and was put in position at Vancouver, on the Columbia. The trial trip was made around Sauvie's Island, and she was soon put on the northern route as a coaster. In 1846 she was repaired and her trips were confined to the route from Nisqually to Linn Sound at the head of Chatham Inlet. She was used for the business of the company, carrying supplies to the posts and gathering furs. Her later career has been interesting. Some time in the sixties she was drawn off from the company's line and leased to the British government for use under Lieutenant Pender, in completing the survey of the northern waters, and ten years later was sold to private parties who still make use of her as a tug boat at Victoria.

As it was the gold excitement and building of San Francisco in 1849 that stimulated the lumber business, it was not until after that date that American vessels began to enter the Sound. The first of these is remembered as the *Orbit*, a brig that came up to Tumwater in January, 1850. She was an adventurous craft and had an eventful history. She came to the coast from Calais, Maine, where probably she was built. She was brought to California by a party of Argonauts, who upon touching the soil of the Golden State were ready to sell their craft. A party of Puget Sound men, wanting to come up to their homes, decided to buy her and take passage in their own ship. These were I. N. Ebey, B. F. Shaw, Edmund Sylvester and Jackson. With them as passenger they brought C.H. Smith. At Tumwater Michael Simmons had just sold his claim to Crosby and Gray for $35,000, and, seeking investment for his money, bought a controlling interest in the brig with the intention of importing goods and going into merchandising. The *Orbit* was accordingly sent to San Francisco, making the voyage in July, with Smith as supercargo, and William H. Dunham, the old master, in charge. Soon after his return the latter was killed by a fall from his horse at the prairie above Olympia where he was taking up land. Simmons began selling his goods and, finding his brig of little further use, traded her off to a company that sent her the next year by a Captain Butler to the Columbia river. In crossing the bar she was drawn into the breakers and abandoned by the crew; but on the turn of the tide she was floated off and drifted safely into Baker's bay. Being picked up here by a wrecking party from Astoria, she was held for salvage, but finally was brought around by Simmons to the Sound and knocked down at marshal's sale, going to John M. Swan, H. A. Goldsborough and others. She was loaded with piles by her new owners and started to the Sandwich Islands. In the Straits of Fuca, however, she was met by a furious gale of wind that carried away the rigging but did not prevent her taking refuge in the port of Esquimault, where she was again sold, going this time to the Hudson's Bay Company for $1,000. By her British owners she was refitted, and named the *Discovery*—perhaps to be rid of her unlucky history—and used as a coaster. In 1855 she was set to collecting licenses on the Frazer. After this she passed once more into the hands of Americans, Leonard and Green of Portland, by whom she was sent to China where she was sold again—and there she disappears.

In April a British vessel, the *Albion*, came up to get timber at Dungeness. Her owners directed the captain to cut on the Island of Vancouver, in pursuance of permission from the Hudson's Bay Company, unless he could buy it very cheap on the American side of the Straits. This officer, finding the timber at Dungeness but no one to buy it of, nor apparently anyone standing guard over it, began helping himself, employing Indians. This was reported, however, to the collector, General John Adair, at Astoria, and by his order the vessel was seized for entering without reporting, and for depredations on public land. She was brought up to Steilacoom and held until released by negotiation; but the country gained at least three settlers by the affair—Wm. Bolton, Frederick Rabjohn, and William Elders, who staid in the territory and took claims at Steilacoom prairie. About the same time the Hudson's Bay schooner *Cadboro* is mentioned as in the Upper Sound, she, too, having got into difficulty with the customs authorities for importing goods without entry. Such difficulties were soon obviated by making Nisqually a port subject to Astoria, with a deputy there.

While the *Albion* was at Dungeness, Rabbeson, of Olympia, with Eaton and others, took a canoe voyage down to her, and on the way back fell in with an American vessel coming for timber, and they piloted her to the upper Sound and got the contract to furnish the cargo. This was the *Pleiades*. The *Robert Bowen* is spoken of as the next.

In July appeared the historic brig, the *Geo. W. Emory*, under Captain Lafayette Balch. By her a lot of merchandise was brought to Olympia, but as terms to suit the captain could not be obtained at this point he sailed down to Steilacoom and there put up a house that he had on his ship in sections, and ultimately founded the city. On the second trip, completed in November, the brig brought up, among others, Plummer and Batchelder, who settled Port Townsend. Out of the loins of this ship, therefore, sprang two cities. Port Townsend became thereafter a busy shipping point for those early days, exporting both round and square timber. The brig *Wellingsly*, brig *James Marshal*, ship *Talmer* and bark *Mary Adams* came here once or more in the two years following.

The *Mary Dare* was a Hudson's Bay brigantine plying on the Sound and the northern waters. She and the *Beaver* were at one time detained, like the *Albion* and *Cadboro*, for customs irregularities.

In the autumn of 1851 the Queen Charlotte island schooners were on the Sound.

A great excitement was created by a man named Duncan McEwan, recently from Australia, who exhibited chunks of gold which he said had been cut from quartz on that island. This report gave rise to three distinct expeditions, two from Olympia and one from Portland. The first was by the schooner *Georgiana*. A company of twenty-two, besides five as crew, made up the party and sailed to the island. They were wrecked in the country of the cruel Haidah Indians, who maltreated them, taking their clothing and all other articles of value, and burned the ship to get the iron. The second expedition was that in the schooner *Demaris Cove*, under Captain Balch. The first that he learned of the gold was in the Straits of Fuca, where he, coming in, met the *Georgiana* going out. Upon the news being communicated to him he promised to go too, but said that he must first sail to Olympia. On reaching home he prepared to follow in the course of the *Georgiana*, and started in December. On reaching the island he found the wrecked adventurers, but being too weak handed to assist them, put back at once for help. At Steilacoom and Olympia he, on authority of sub-collector Moses, made up a rescuing party whom he took to the scene of the disaster, and succeeded in bringing off the unfortunate gold hunters.*

The third expedition was from Portland by the steamer *Exact*, of which we have heard before, and the mention of whose name recalls the fact that we have now brought this ship history up to the date of the beginning of Seattle. This expedition was made in safety and no disasters was met at the island, but there was found no gold excepting quartz that required blasting. Other fruitless searches were made, but none of these were from the Sound.

The *Una*, a brigantine of the Hudson's Bay Company, was stranded about this time at Cape Flattery, and the passengers were taken from the wreck by the *Demaris Cove*. In the spring of 1852 the *Mary Taylor* brought Pettygrove, Hastings, Clinger and others from Portland to Port Townsend. Early in the same year the *Leonesa* loaded at Alki Point and the *Franklin Adams* and *John Davis* made trips during the following summer.

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* Particulars of the wreck and rescue are briefly as follows: Capt Rowland, on the *Georgiana*, having a crew of five, and twenty-two passengers, was driven out of his course to the east side of Queen Charlotte's Island, but sought to reach Gold Harbor on the west side by directing his vessel through Skidegate channel which divides the island. She was anchored on the evening of November 18th in a little harbor called by the natives Kom-she-nah. Two Haidahs boarded her here and refused to leave on account of a rising southeast gale. By this same wind the schooner was unmoored and driven ashore, and the whites as they sought safety on land were seized by the Haidahs, part of whom were then camping and part congregating, and plundered of their clothing. By the savages the wreck was also seized and rifled of its goods. The nearly naked white men were set to menial service but not otherwise maltreated. On promise of reward, the Indians consented to take three of them, Samuel Howe, McEwan and Gibbs, to Fort Simpson, the nearest Hudson Bay station—a five days' voyage in open boat without blankets. Though aid was asked at once of the commandant, Captain McNeil, four weeks were spent here, and nothing was accomplished to relieve the men among the Haidahs, who were not rescued until the arrival of the *Demaris Cove*.

From November 15, 1851, to June 30, 1852, the vessels reporting at Olympia are given as follows: Brigs, *Orbit*, *Geo. W. Emory*, *G. W. Kendall*, *John Davis*, *Franklin Adams*, *Daniel*, *Leonesa*, *Jane*, *Eagle*; brigantine, *Mary Dare*; schooners, *Exact*, *Demaris Cove*, *Susan Sturges*, *Alice*, *Franklin*, *Mary Taylor*, *Cynosure*, *Honolulu Packet*, *Mexican*, *Cecil*; bark, *Brontes*; steamer, *Beaver*; schooner *Georgiana* wrecked at Queen Charlotte's Island. The schooner *Harriet*, bound from the Columbia to San Francisco and blown out of her course, put into the straits from stress of weather.

Other vessels, as the *Cabot*, arrived in 1853, but the list need not be further enlarged. Enough has been mentioned to show that there was a tolerably lively commerce on the Sound even from the earliest settlement. After the sawmills came into operation in 1853 the water began to be lively with flying ships, but this more properly belongs to the chapter on commerce and will be referred to that head.

THE TOWN AND PEOPLE.

By the summer of 1855, preceding the siege, the number of houses of all descriptions had reached about forty or forty-five. They were clustered on the shore by the point. There were no houses north of Madison street and none east of Second, except a building or two between James and Columbia, and a house near where the gas works now stand. South of the old Mill street, now Yesler avenue, there were a number of buildings along Commercial street as far as King.

The most important structure in the village was Yesler's sawmill at the foot of Mill street. In more senses than one it was the life of the place. Here most of the men in the town earned their money; here the ships came for cargoes and discharged their groceries. Its puffing, buzzing and blowing of steam made the music of the bay, and the hum of its saws was the undertone of every household. By its whistle all the clocks were regulated and the whole village economy was carried on. It was not a large mill, having only some fifteen thousand feet capacity, but as the price of lumber was three to five times as much as now, the value of its output was not inconsiderable. The house next in interest was the log mess-house. As the name implies, this was the eating house of the mill hands. But in addition to this use it was town hall, court room, meeting house and hotel. All the legal business was transacted here and nearly all social gatherings met here. It was the lounging place where the men collected and heard the news and told stories. A low, long, rambling affair without architectural pretentions, it possessed a certain homely attractiveness and was the last log building to be taken down. Soon after the mill began running the people built frame houses in a style that we should now call old fashioned, with clapboards and white paint, and one-story or story and a half in height. Such comparatively good houses, however, were quite few, the rest were shanties or cabins. The streets were unimproved, full of stumps and mud holes, and a single team did the carting. Bell's house, in what is now known as Belltown, was not in the town at all, and was burned by the Indians. Mercer's house was far in the country on Lake Union, and was the only dwelling out of town spared at the time of the attack. The forest closed down on the city and it was deep woods beyond Third street.

Thomas Mercer was one of the most useful members of the little community. By trade and education he was far from a pioneer, having worked until he was twenty-one in a woolen mill. He went, however, from his native Ohio to Illinois and learned some of the hooks and crooks of pioneer life on the prairie, finding that hands as soft as a girl's might soon be made strong and hard enough to swing the axe and maul, and guide the plough.

But the excessive cold of the prairies led him to look at length for a milder climate, and for a number of years he made a study of Oregon. He became so thoroughly conversant with the subject that he was frequently called upon by the neighbors to come and tell them about Oregon as if he had been there. Indeed, he fell to dreaming of being here and in one of his dreams appeared to be in a forest where there was a sidehill swamp with a lake beyond and bay upon which one might come to his home all the way in a boat—his home in Illinois being some eight miles above river navigation. The particulars of this dream correspond curiously well with the surroundings of his present home on Lake Union, and the dream is a sort of life touch showing the somewhat mystical element which entered into early life on our coast; although Mr. Mercer is not in the least a superstitious man. When he started from Illinois he planned to come to Puget Sound, thus being an exception to the general rule, as most of the settlers were directed hither after reaching Oregon. On the way, just as he was nearing the end of the tedious journey, being at the Cascades, he met with the greatest bereavement that can befall a man—the loss by death of his wife. With his four little motherless girls he came on to the end of his journey. At Portland he was invited by Lot Whitcomb and Thomas Carter to join a party for Gray's Harbor, but declined on the ground that he was too old—nearly forty—to wait for the development of that region. As for his children, there were kind people that offered to take them and bring them up, but his oldest daughter said that she could keep house for him—she was thirteen—and they must all stay together. She kept her word nobly, denying herself that she might send her three little sisters off through the wood path to the log school house. It is a comfort to reflect that the endeavors of these brave children met before long the attainments of education and culture that they so much valued. For seven years Mr. Mercer had to be both father and mother to his girls.

Among the effects that he brought to the Sound was a wagon—alluded to heretofore—and a span of horses. One of these animals was an old mare useful chiefly in bucking straw from the thresher. He was about to sell this animal upon his departure for Illinois. A neighbor, however, advised him that she would be his best animal on the plains, and after due deliberation he decided to take her. He found that she proved equal to the occasion, and for eleven years served her master most faithfully. She was the pioneer horse of Seattle; Tib was her name, and her grave near the old Mercer homestead is still carefully marked. With his horses and wagon, the only team in town, Mr. Mercer had a monopoly of the express business, and recalls with great enjoyment the fact that he was the first of all the teamsters. The roads were far from good, but he boasts that he surmounted all the difficulties of driving about the stumps and backing his loads of lumber even into the houses to which they were destined. He also did much in the line of delivering wood on the wharf for the steamers, among which he remembers the historic *Massachusetts.* Sometimes he did the wood-chopping himself, but he usually found it more profitable to hire Indians. Among the Indians he was able to move with perfect security, even going out for loads of wood during the time of the siege. Of all the houses in the county left to the depredations of the savages his alone was left unburnt and unharmed. The Indians were afterwards asked the reason of this and answered that they thought he might want to use it again. It was said to him by a neighbor that if he had stayed on his place with his little girls the Indians would not have hurt a hair of his head. He was always exceedingly kind to them.

To him must be given the credit of naming the lakes. Up to 1854 they had gone without a name other than the Indian designation "tenas chuck" and "hias chuck," (little water and big water), barren of even proper Indian names. All agreed that distinctive names should be given to the lakes, but for some reason it was not easy to find satisfactory ones. A public meeting was called to settle the question, and Mercer's suggestion, that the larger one be named Washington for the father of his country, and the smaller Union, as sometime to become the connecting or uniting link between the larger lake and the Sound, met with hearty approval, and these names were adopted. The name of the little lake contained a prophecy that still awaits fulfillment, yet this was the reason why it was so acceptable. Mr. Mercer lived a part of the time on his farm and a part in the town until the city spread out to include the farm. He made a filing to include 320 acres, the west half extending upon that sightly tract now known as Queen Anne town, but another made a filing on this part on the ground that Mercer was a single man. Not wishing to carry the matter to court, Mr. Mercer was contented with the portion fronting on Lake Union.

One of the arrivals of 1852, who has become eminent in the state as well as in the city, was Dr. H. A. Smith, for whom Smith's Cove was named. He came to this country a man of culture and education, having been born in Ohio in 1830 and educated at Alleghany college, where he also studied medicine. Finishing his professional studies at Cincinnati, he was drawn into the migratory movement to the west, aiming in the beginning to go to the gold region of California. While in the Nevada mountains, however, he decided to accompany his comrades to Oregon, in order to see the famous valleys of that state, particularly the Willamette, of which he heard more and more as he came westward. He intended to go on to the gold mines after visiting Oregon. On reaching Portland, then a lively town, however, he heard much of a Northern Pacific railroad to terminate on the Sound. Coming to Olympia and concluding that the road when built must cross the mountains through Snoqualmie pass and that Seattle was the point nearest tide water, he decided to locate at this little place. There were a few cabins at that time, but they were so hidden by the immense timber that the shore appeared practically a wilderness. Coming along in a canoe with Collins, he asked where the town was, for there was nothing visible from the shore except a small improvement of Dr. Maynard's. It was his intention to practice his profession, but the place afforded him altogether too little sickness, and he soon saw that to realize any profit from living here he must do as the rest were doing, and get a piece of land. He chose a place at the north end of the bay where he believed the railroad must first touch the water, and in the woods began pioneer life in earnest. He found this sort of existence tedious in the extreme without the means of gratifying his cultivated tastes, and being still young, he suffered greatly from homesickness. He stuck to his place, however, not losing faith in the railroad. In the course of time he interested himself in clearing up his land, making pasturage for his cows, setting out an orchard and experimenting with his tide lands. Not giving up his practice altogether, he invented a way of combining both his vocations; he built an infirmary on his place to which he brought his patients, never refusing any in need of care. If, as was often the case, they had no money to pay, he had them settle by doing some clearing on his land.

In addition to his private enterprises, he has as the years have passed by, borne a full share of public burdens, becoming the first superintendent of public schools in the county, and serving three terms in the lower house and two terms in the upper house of the territorial legislature. He was president of the latter one term. His widely read contributions to the territorial press have also made him well

Daniel Bagley

known throughout the coast. He has been pronounced by an eastern magazine as "an able medical man and a poet of no ordinary talent, a rare scholar and a good writer."

It was his sale of land to the railroad company at a nominal price that marked the beginning of the rapid growth of the past decade. When he first came he imagined that the city would be built in a few years—about five—but now after a lifetime, he has the satisfaction of seeing his expectations realized.

Jacob Maple was born on the Monogahela river, Pennsylvania, in 1793. His father removed to Jefferson county, Ohio, in 1800 and died in 1812. The family lived subsequently in southern Iowa ,whence they emigrated to Oregon by way of California.

To J. C. Holgate belongs the honor of having first visited Elliott Bay with a view of making a settlement. Holgate was from Iowa, and crossed the plains to Oregon in 1847, when a youth of but nineteen. He was a son of Abraham L. Holgate, a pioneer of Ohio and later of Iowa. In his childhood he was very delicate in health and being unable to take robust exercise, had for a large part of his amusement the overhauling and ransacking of his father's old books in the garret. A sister, four years older, made it a practice to read to him when he became old enough to wish to know what was in the books, and the works that most interested him were the record of Gen. Pike's expedition and the journals of a member of the Lewis and Clarke expedition. The sister explained and enlarged upon these accounts, chiefly with a view to amuse him, and during his spells of ague she diverted him with stories of Oregon, a land of perpetual spring, without thunder, the dread of the nervous child, and of vistas of snow-capped mountains and the ocean. The boy fully made up his mind to come to this romantic country, and the summer that he was nineteen he joined the party of Seth Luelling of Salem, Iowa. Reaching Vancouver during the following autumn he found the young territory in excitement over the Cayuse outbreak, and joined the forces of Gilliam to punish the murderers of Whitman. During the war he took a brave part, on one occasion performing a deed of the utmost daring. The horses of the troop with which he was connected having been stolen, the detachment was left in the midst of the enemy without the means of reaching the main command. The animals were picketed by the Indians at a distance, but in view, with the evident intent of drawing the whites into ambush. The commander of the squad understood this and explained it to the men, but added that they must have their horses or all would fall into the hands of the hostiles. He then asked if there was any one who would volunteer to go and cut the lariats and let the animals loose, as he thought they would run back to their camp. Holgate volunteered to do it. "You can't spare a man, and I am only a boy," was what he said. It was felt to be sure death, but, with a halfbreed boy who generously agreed to accompany him, he went down and released the beasts, and they at once came flying back. Strange to say he was not fired upon, the Indians afterwards saying, "Oh, cultus." They thought him too little to kill, for he was small and pale even for his years.

After the war, during the latter days of which he was seriously sick with measles, he was told by an officer of the Hudson's Bay Company who had heard of his gallantry and took an interest in him, that if it was the best country for health he was after he should come to Puget Sound. Just before going to the war he had decided to take a claim on Tualatin plains, but upon learning of the Sound as a better place, he made a tour of exploration in August and September of 1850. He crossed from the Cowlitz to Tumwater on foot and at Simmons' was furnished a canoe and a crew of Indian paddlers. With this dusky company he set out on a six weeks' voyage of discovery, passing as far north as the Snohomish, and made particular examination of Elliott Bay. On the Duwamish he found the claim he wanted, and determined to take this in preference to that on Tualatin plains. He was not satisfied to settle here alone, however, and planned to make a visit to Iowa and marry and return. But before this he wanted to try his luck in the mines, and in 1851 went to Southern Oregon.

He was never weary of extolling the Sound country, and it was largely due to his representations that L. B. Hastings, a close friend of his, was induced to come and examine the region. While Holgate was at the mines the other Duwamish settlers reached the bay and covered the claim he had in view. On returning from the mines he came north again, and although not finding his old place vacant, filed a claim south of Dr. Maynard's on the shore of the bay. The next above him was that of Edward Hanford. Mr. Holgate lost his life in 1868 in Nevada, defending a mine which he had discovered.

There are some exceedingly valuable autograph letters of Holgate's now in possession of Mrs. Abbie J. Hanford, the sister who used to tell him the stories of Oregon. One of these is dated December 23, 1847, at Tualatin plains. It was just before his Indian campaign but he does not say anything of his perilous venture, not wishing to burden his mother with anxiety. The following extract locates him and shows his relation to the events of the time: "The plain that I am in is as pretty a section of country as I ever saw in Iowa. The land is as good for producing as is common in Iowa. Mr. George W. Ebbart has promised to take this to you for me. He can tell you more of the country and its prospects than I can at present. I intend making a claim in a few days which has about thirty acres of plain and the balance the best of timber, and if I get it well improved I ask no better fortune. I have but a few moments to write. I told Mr. Ebbart that you would treat him well for my sake as he has treated me with all the kindness of an open-hearted Kentuckian."

The second letter is addressed to Mr. E. T. Hanford and is dated May 12, 1851. It is chiefly descriptive of the country and calculated to give information to an intending immigrant, particularly with reference to healthfulness. The following sentences, however, indicate where he was during the first years of his residence on this coast: "The first six months I spent in Oregon I was in what is known as middle Oregon, between the Cascade and Blue mountains, with a regiment of about five hundred men." "The first of last August I left here and went to Puget Sound to look at that country. I stayed there until the first of October." "The Sound has four rivers emptying along its eastern shore. The valleys of these rivers will average about 15 miles in width and are about equally divided in prairie and timber. I spent about six weeks traveling over this Sound country." "Puget Sound is decidedly ahead of any other country I ever saw. The reason why I am not living there at this time is I have not got that other 'rib' yet."

These letters fix beyond doubt Holgate's exploration of the Sound and show that the recollection of his sister, Mrs. Hanford, is not at fault. Although thus first of all, his settlement was not completed first. For but an invalid boy, however, he was a prodigy of courage and endurance, and one easily sees in his acts and words that invincible pluck that distinguished so many of the early pioneers—the stern manhood that many a sickly boy has developed.

It was greatly against the will of his sister that Holgate came to the west, for he seemed to her but a puny child still, and she felt guilty for filling his head with adventurous notions. In much the same spirit, he, after coming and seeing the real hardships of the journey, would not advise her to think of coming. She was now married. Her husband's affairs were prospering. He had a magnificent tract of prairie and woodland, and large herds of cattle. This was Mr. Edward Hanford. In spite of Holgate's withholding encouragement, however, Hanford took the Oregon fever, and brought his family across the mountains and plains, and occupied the claim next above that of Holgate. With the large number of work cattle that he brought from Iowa, he supplied teams for doing a very profitable business in hauling out timbers. By the aid of his wife he was making a most comfortable home, with garden and orchard, until all was wantonly destroyed by the Indians at the time of the outbreak. After this disaster, he lived in the town until some years later. He then resided in San Francisco for a number of years, but the evening of his life was spent at Seattle.

Mrs. Hanford, whose kindly story telling to amuse a sickly brother may be regarded as the beginning of the family history of her people on this coast, if not of the history of Seattle, is now living in full vigor of both body and mind, one of those typical pioneers whose culture and intelligence show from what substantial material the foundation timbers of Seattle were derived.

A stroll through the village of Seattle in the summer of 1855 would lead one around a few stumps and over broken ground. The buildings were, for the most part, clustered on the point towards Commercial street, in front of which lay the bay. In the rear, across a piece of land nearly level, was spread out a tideland marsh of limited area, next the foot of the hill beyond. The most noticeable building on Commercial street was the store of Bettman Bros., Jewish merchants, who had a very presentable establishment and kept on hand a full stock of goods. The Indian troubles induced them to leave the city, and they disposed of their business to C. C. Terry, who took possession after the war was over. On the northwest corner of Commercial and Washington streets was the store of Denny, Horton & Phillips. Dexter Horton had come to the Willamette valley in company with Rev. Daniel Bagley and Mr. Mercer, and had come to Seattle with the latter. Upon arriving he was, like all the rest of the pioneers, rich only in willing hands and a capable head. Indeed, he was still under some obligations to Mr. Mercer, which he soon found the means to discharge by doing work at the Port Gamble mills. After this he connected himself with the firm above named and made a steady advance to his present position of capitalistic influence. A man of great physical activity and faultless habits, he has been a model for the young men of the country to imitate. Mrs. Horton was a woman of marked intelligence and refinement, having all the qualifications of a society leader. Their dwelling was a one-story cottage along side the store. Mr. Phillips came to Seattle from Olympia where he had first settled. His wife was no longer living, but he had a family, the eldest of whom, Miss Dorcas, was a capable young woman, qualified either to keep house or to keep school. As a matter of fact she did both.

A school house was provided by a young man, a bachelor, who vacated a cottage which he had erected for a dwelling and which he sacrificed to the cause of education. This gentleman was Mr. Strickler, a man of excellent habits, and the surveyor of the city and county.

The third and remaining store was that of Dr. Williamson, a widower, who was a very successful merchant.

The hotel of the place was the Felker house, the best building in the place. It was two-story, framed, and finished within in lath and plaster—the first hard-finished house in the place. It was for a time a comfortable and respectable public house. Felker was an uncommon man and afterwards made his mark in San Francisco. At this house as a boarder was Captain Hewett, a gentleman of refinement. Another house often hospitably opened for visitors and strangers was that of

Hillory Butler. This was on the corner of James and Second streets. Mr. Butler was from Virginia, having come to this coast with his wife from Missouri. Mrs. Butler was an acknowledged queen of society, and, having no children, she devoted herself to entertaining visitors and strangers. The Butler house was riddled with bullets during the siege, but it continued to stand, a well-known landmark, until 1888, when it was demolished to make room for a business block.

Mr. Russell and his family had moved over from Alki point. The marriage of the daughter, Miss Mary, to C. C. Terry was one of the pleasant social events of the time. Terry, with Edward Lander, the first supreme judge of the territory, bought out the west half of the Boren place. Boren's house was a noticeable two-story structure, located on Cherry street.

A family of that early day upon which has fallen a heavy load of calamity was that of George N. McConnaha. He was himself a man of witty and even brilliant make-up. A lawyer by profession, he had come from Missouri, first to Sacramento, where he was esteemed as one of the brightest men at the bar. Hoping to win higher honors here, he came to the territory in 1852, and was elected from King and Pierce counties as member of the council of the first territorial legislature, and was chosen chairman of that body, a position which he filled ably and honorably. While returning in a canoe to his Seattle home with a companion and an Indian crew, the craft was overturned off Vashon island, the whites and all but one Indian being drowned. There were two children, a girl and a boy, in the family when they arrived here. The girl was burned to death shortly after the death of the father, and the boy, named George, when but a lad of ten or twelve, was thrown from a horse and dragged for some distance. His head was so injured by this accident that his recovery was thought to be impossible. He recovered, however, and upon gaining manhood rose to a position of influence; but the old injury finally produced brain disorder resulting in derangement. A child, Eugenia, born soon after the family reached Seattle, was the first white child born in the settlement. Mrs. McConnaha—afterward Mrs. Wyckoff—was a most worthy companion of her pioneer husband.

Dr. Maynard's house was on the corner of Main and Commercial;

Mr. Hanford's on Cherry, and Mrs. Holgate's on Second and Cherry. Mrs. Holgate had come to the territory with her daughter, Mrs. Hanford, her husband being dead; and with a daughter, Olivia, and a son still a boy, kept her own house. Mr. Denny's house was to the north of these on Front street, and Yesler's was on Front and James. Bell's, north of the town on his claim, was better than most of the others, but was burned by the Indians. Mrs. Bell, like most of the mothers of Seattle, was a woman of good education and unusual refinement. She was the daughter of a clergyman.

The first minister was Mr. Blaine, a Methodist-Episcopal preacher. He was a well read, scholarly man, but on arrival was without experience, and particularly without Western experience. A story is told, originating with his wife, that he utilized the tedious hours of his ocean voyage in writing sermons of a missionary cast, particularly the first he was to preach. His first service was held in the Strickler school house, and the whole village was out to hear him. He read his prepared first sermon, telling the people what he was, that he had come to tell them the news that the Saviour had died. This struck the audience as being too much on the missionary order, and the wink and smile passed around. Mrs. Blaine at last got the eye of her husband and frowned hard at him, possibly disconcerting him a little but serving to cause him to skip a few pages. This lady was a bright, witty woman, and soon had the hearts of old and young in a Sunday school enterprise. Other workers in this pioneer Sunday school were Dorcas Phillips, Olivia Holgate and Mr. Carr of Salmon Bay. Mrs. Blaine also opened a day school. Her oldest boy was born but a week before the Indian attack on the town, and she was taken aboard the *Decatur* in a rocking chair. Mr. Blaine proved himself no stick although he did make a mistake on the start. Before the year was out he had a church edifice under way which was finished and dedicated by May of the next year, 1855.

Those were not such slow times. At least socially and intellectually there was much to keep up circulation. There were meetings and church sociables, and neighborhood gatherings, and everybody knew everybody. Nor were there great men lacking. Seleucius Garfielde was a justly renowned orator of extraordinarily fine physique, remarkable voice and command of ideas. He is regarded by those who heard him as the peer of Colonel Baker. He lived at Olympia but used to come over to Seattle to speak. Wallace, of Olympia, who dared measure swords with Stevens, was also here frequently. Gen. Stevens, however, was the man now most interesting at least. As a speaker he had less rhetoric, or at least elocutionary readiness, but spoke with intense conviction and bore a weight of thought that it was hard to withstand. In person he was rather low and small, but he had the appearance of great decision and nerve.

Much of the talk of the day was of the coming growth and grandeur of Seattle, and these masters of oratory would work their hearers up by descriptions of what the near future was to bring, which we fear may have bordered on bombast. These glowing predictions encouraged the settlers, for they led each land owner to look upon himself as a capitalist, in the future if not in the present.

Among the motley squads of Indians who passed to and fro in the streets was one old woman who came from the Old Man House, and who was understood to be a relative, perhaps a sister, of Seattle. She was called Sally. She wore a bonnet and came to the Methodist church and no worshipper was more devout. She had her favorites among the housekeepers of the village, and one of these was Mrs. Hanford. She would come and ask for a bright new tin pail and after a time would return with it filled with blackberries or huckleberries from the forest, or with cranberries from the marsh. Once, in the summer of 1855, she came, and after wearily bringing in her customary present, sat down on the floor and began to sob and weep. "What was it, Sally?" It was all very bad—a shadow of the coming war. She had learned, she said, from the white men of the great Socalee Tyee, the white man's God, and her heart was toward the white man and the white man's God. But her heart was also toward her people, yet the heart of her people was against the white man; and the white men would be against her people and kill them. Her heart was very sick. In the closing days of her life she had herself brought to Mrs. Hanford's and explained that her heart was still towards God and the white man, but it was also toward her people, but now she was going to die and she feared God would be displeased that her heart was so sick for her people. Would not Mrs. Hanford pray for her? The request was granted, and a look of profound peace fell on the dark, wrinkled face of the Indian woman. She was carried back to the lodge, where she soon died.

Speak as lightly as we may of the "poor Indians," and of the fate that has befallen them, they have left a sadness to their old haunts that time will never remove.

CHAPTER III.

INDIAN WAR OF 1855–'56—SIEGE OF SEATTLE.

Relations of the Puget Sound Settlers and Native Indians Preceding the War—Causes which Engendered Distrust and Ill Feeling—Condition of Washington Territory at the Beginning of the War—First Acts of Hostility—Murder of Gold Seekers—Expedition of Major Haller—Arrival of the War Ship *Decatur*—The White River Massacre—Building of Block Houses—Seattle's First Military Company—Indian Depredations Near Seattle—How the City was Guarded—Attack on the Town—Incidents of the Siege—Effects of the War upon the City and Country.

THE same general causes which provoked Indian hostility to American occupancy of other parts of our country led to the Indian war of 1855–'56, which was confined to portions of the territories of Washington and Oregon. It was the clashing of two adverse modes of life —a conflict between our civilization and, as we assume to term it, the barbarism of the Indians. In the same region both cannot survive.

Of the early settlers in Seattle and vicinity now remembered who have not been mentioned as locating claims were Hillory Butler and wife, S. W. Russell and family, T. S. Russell, Robert Russell, Geo. F. Frye, George N. McConnaha and family, Franklin Matthias, Henry Adams, William P. Smith and family, David Phillips, L. V. Wyckoff, S. Wetmore and family, M. D. Wooden, Ira Wooden, Walter Graham, John A. Chase, Wm. G. Latimer, Charles Plummer, Dr. J. Williamson, William Hebner, S. M. Holderness, David Maurer, Robert Gardner, Jacob Wibens, Gideon Hubbard, Thomas Stewart, N. H. Oglesbee, John Margrave, J. W. Margrave, Mrs. Conklin, George Bowker. (Denny, p. 33.)

American settlement means Indian extermination. The chief offense of the Washington and Oregon pioneers, in the Indian estimation, was that they were in the country and that their presence meant the appropriation of the wilderness to the uses of civilization. The war was, therefore, initiated by the native population to exterminate the white settlements and to force the white race to abandon the country. Forced upon the settlers, it was prosecuted by them solely to hold the country for their race, to protect the settlements, and to enable the white population then in the country, and those who would come thereafter, to remain in safety.

For the first few years after settlements were begun on Puget Sound the relations between the whites and the Indians were most friendly. This state of feeling was attributable to several causes. The Indians were treated with uniform fairness and liberality and those near the settlements were glad to perform labor for the settlers. Indeed, there existed a reciprocal feeling of mutual dependence between the settlers and their aboriginal neighbors. But this state of affairs did not long continue. As time passed a feeling of unrest took possession of the Indians, which was fanned into a spirit of hostility by a series of real or imaginary grievances. The whites were not wholly irresponsible for this state of affairs. By acts of indiscretion, if not injustice, they aroused in the savage mind feelings of resentment and hatred. A few murders were committed and in some instances the whites retaliated in a manner to leave exasperated feelings, as the following will illustrate: In 1853 a white man had been killed and buried near Seattle on the shore of Lake Union. This crime might have remained unknown, but some Indians, animated by jealousy, reported the murder. The body was disinterred, but the victim was a stranger whom no one could identify. For this murder two Indians were hanged without legal trial. Previous to this an Indian who had killed his squaw was hanged by the whites without the formality of judge or jury. Three persons were indicted for this offense. One of them stood his trial for murder, but was acquitted, while the other two were discharged without trial. In a spirit of retaliation the friends of the Indian executed killed two white men, one named Rogers and the other named Phillips. These instances are here detailed as throwing some light upon the relations existing between the Sound settlers and their aboriginal neighbors at a period immediately preceding the Indian uprising. While they can in no sense be said to have caused the Indian war on the Sound, yet when hostilities were begun in other parts of the territory they had their influence in inciting the Sound Indians to join in the general uprising against the whites.

As early as the fall and winter of 1854, the settlers at Seattle were given information of growing dissatisfaction and a feeling of hostility among the Indians east of the mountains. But little attention, however, was paid to these reports, while the subsequent treaties consummated with the various tribes throughout the territory in December, 1854, and in January, 1855, completely disarmed the settlers of fear of Indian hostility. This was at a time of great prosperity at all points on the Sound. King county was being rapidly settled. Farms were being improved and houses erected and every one was in the full tide of hopefulness as to the early future. In the spring of 1855, in the midst of this general prosperity, the discovery of gold in the vicinity of Fort Colville, on the Columbia river, reached Seattle. This all-prevailing incentive to immigration soon commenced to attract attention, and the people felt assured that they were to reap the benefits which would accrue from a gold excitement. Their hopes seemed about to be fulfilled, for no sooner had the discovery of gold become known than parties in considerable numbers from Washington, Oregon and even California started for the gold fields. Even then no danger was anticipated from the Indians. By the treaties just concluded their friendship was regarded as assured. In fact so strong was the reliance of the settlers in their friendly disposition that many traveled alone or in small bands unarmed through hitherto unfrequented territory *en route* to the Colville mines. All their hopes, however, were based on fanciful security. In fact the Indians at this time had their plans well laid for war. Months before attending the council called by Governor Stevens to perfect the treaties, they had been assiduously collecting arms and supplies and planning to effect a combination of the various tribes to strike simultaneously at the exposed settlements, to murder isolated men, to cut off small parties, to exterminate the whites as far as practicable, or at all events to create such a terror on their part that they would leave the country and deter others from coming. The advent of small parties of whites on the way to the gold fields through territory hitherto untraversed, furnished the opportunity for the beginning of hostile operations by the murder of the defenseless and peaceably disposed gold seekers.

These outrages, which marked the commencement of the Indian war of 1855–'56, were perpetrated in the Yakima country by the Yakima Indians. The settlers at Seattle were early apprised of this alarming condition of affairs. In the summer of 1855 O. M. Eaton and Joseph Fanjoy left the city on a mining expedition, and were never heard of afterwards; but it is believed that they were murdered by the Indians. Soon after L. O. Merilect, J. C. Avery, Charles Walker, —— Jamieson and Eugene Barier left King county for the gold mines at Fort Colville. After they had reached a point in the Yakima valley near Simcoe, and while Jamieson and Walker were traveling a short distance in advance of the other three, they were shot down by the Indians. Fortunately those in the rear discovered what had happened in time to make their escape. After passing through many perils and hardships, the three survivors reached Seattle in a half famished condition and reported the fate of their companions. Other murders of miners followed and when to these outrages was added the murder and brutal cremation of Andrew J. Bolen, Indian sub-agent, by the direction of the head chief of the Yakima nation, while he was on an official visit, unarmed and unattended, the malignity of the Yakimas toward the whites was fully revealed. Similar outrages in other parts of Washington and Oregon left no doubt of a general combination of the Indians in both territories for the extermination of the white race.

Upon the receipt of the intelligence of the murders committed in the Yakima country, Major Granville O. Haller, U. S. Army, with one hundred men, was dispatched to this section of the territory to demand the delivery of the murderers. The attack made upon this expedition by the Yakimas and its final repulse with several killed and wounded, may be said to mark the beginning of open hostilities in the country north of the Columbia—the commencement of the Indian war of 1855–'56, participated in by most of the Indian tribes from Bellingham Bay all the way south to the California boundary.

Geo. F. Whitworth

The white population of Washington territory at this time did not exceed 5,000, and of this number there were, exclusive of the United States troops, not more than 1,600 capable of bearing arms. The Indian population numbered 20,000, the larger part of which was located in the vicinity of the Columbia river and east of the Cascade mountains. On Puget Sound, however, the white settlements were in close proximity to, and surrounded by, hostile bands of Indians. The weakness of the scattered and isolated white settlements was apparent to the Indians, and their escape from a ruthless war of extermination was not due so much to their ability to cope with the hostiles as to the distrust and jealousies existing among the Indians themselves—their suspicions toward each other arising from their naturally perfidious disposition. This prevented a hearty and thorough alliance between separate bands of the same nations, much less between separate and distinct nations. Mutual distrust kept them aloof from any harmonious action. False themselves, they doubted one another, and their combinations were neither cordial or lasting.

It is not the intention in this connection to follow the progress of this memorable Indian war throughout the wide extent of country in which it was carried on, nor is it necessary for the purposes of this work to do so. Our attention will be mainly confined to what took place at or near Seattle in connection with Indian hostilities during this period.

For some time after the repulse of Major Haller, hostilities were confined mainly to the Yakima country, but even prior to this evidence of the hostile attitude of the Sound Indians had been furnished. Late in September an attack was made at night upon the house of A. L. Porter who had established a claim at the head of White river valley, in King county. Fortunately Porter, who had been apprehensive of danger for some time, had adopted the plan of sleeping in the brush near by his home, and was thus enabled to escape. He then warned the settlers along the valley of their danger, and soon after all of them left their claims and fled to Seattle.

This occurrence caused the settlers of Seattle best acquainted with the Indian character, habits and mode of warfare to become alarmed for the safety of their embryo city. There were many, however, who, relying upon the earnest avowal of friendship made by the Sound Indians, did not share this opinion. Just at this time the sloop of war *Decatur*, commanded by Captain Isaac S. Sterrett, anchored in Seattle harbor. A statement was made to Captain Sterrett of the exposed condition of the place, and he was earnestly requested to remain in order that proper protection might be afforded to the settlement. Being convinced from all that he could learn that the exigencies of the case seemed to warrant the presence of his war ship, he promised to remain.

It was unfortunate that at this time, despite all that had occurred to indicate the hostility of the Sound Indians, there were those high in authority in territorial affairs who were slow to be convinced of the impending danger. Among those who were thus slow to take alarm was Acting Governor Mason. When he heard that Porter's house had been attacked and that the settlers on the upper White river had left their homes and come to Seattle, he determined to assure himself if there was any cause for alarm. Taking with him Lieutenant Nugen, U. S. Army, and a squad of soldiers, he made a tour of the abandoned territory. Meeting with no hostile demonstrations, finding the abandoned property of the settlers undisturbed and everywhere being received by the Indians with every show of friendship, he was led to believe that the settlers had acted foolishly in leaving their homes. Upon returning to Seattle he assured the refugees that there had been no real cause for abandoning their homes and that they could return with perfect safety. He also reported to Captain Sterrett of the *Decatur* that there was no necessity for his remaining at Seattle and that he might with propriety leave at any time. Captain Sterrett was strongly impressed with the reports brought back by Governor Mason, and it was with difficulty that a few of the most prominent citizens of Seattle finally induced him to remain. These men believed, and so argued with Captain Sterrett, that Mason had been deceived by the Indians; that their protestation of friendship was but a subterfuge to throw the settlers off their guard and thus create an opportunity for them to be more easily exterminated. Still there were those in Seattle who did not share these opinions, who readily accepted the views of Governor Mason and ridiculed those who predicted there was reason to fear hostile acts on the part of the Indians. Many of the White river settlers were thus led by the advice of Mason and others to return to their homes, although in so doing they acted against the judgment and advice of those in Seattle best able to judge of the situation. The horrible massacre which soon followed would have been averted had the views of the latter prevailed, but at the time those who asserted that there was danger were accused of being timid and even cowardly.

After the return of the settlers to their homes the Indians preserved a deceitful quiet until the two companies commanded by Captains Maloney and Hays, which had been stationed in the valley, had left for the Yakima country to reinforce Lieutenant Slaughter. An opportunity to strike a decisive blow was then presented, and on the morning of October 28, 1855, the Indians fell upon the unprotected settlements, killing Harry H. Jones and wife, George E. King and wife, W. H. Brannon, wife and child, Enos Cooper and a man whose name was unknown. An infant son of King could not be found, and whether it was murdered or carried off was never known. The settlers lower down the valley were attacked at the same time; one was severely wounded and all narrowly escaped being murdered. The attack occurred at eight o'clock in the morning, and about the same hour in the evening those who had escaped by flight arrived in Seattle, twenty-five miles distant. On the following morning an Indian brought to the town three children belonging to the fugitives who, for some unaccountable reason, had been spared.

A few days prior to the massacre, a company of volunteers had been raised in Seattle, and on the 25th of October it was mustered into the service of the territory for a period of three months. Upon the day following the intelligence brought by the fugitives from the White river valley, this company, under command of Christopher C. Hewitt, afterward chief justice of the territory, started for the scene of the massacre to bury the dead and, if possible, to rescue those who might still be living. Captain Hewitt, in a letter written at the time, reporting the details of the journey, thus describes the horrible brutality which marked the attack of the savages: "We started Monday (October 29) for the scene of action. After two days' hard work we made the house of Mr. Cox, which we found robbed. We next went to Mr.

Jones', whose house had been burned to the ground; and Mrs. Jones, being sick at the time, was burned in it. The body of Mrs. Jones was found some thirty yards from the house, shot through the lower part of the lungs, her face and jaws horribly broken and mutilated, apparently with the head of an ax. The bones of Mr. Jones were found, the flesh having been roasted and eaten off by hogs. Mr. Cooper, who had lived with Mr. Jones, was found about one hundred and fifty yards from the house, shot through the lungs. After burying the bodies we proceeded to the house of W. H. Brown,* a mile distant. Mrs. Brown and her infant, apparently ten months old, we found in the well, the mother stabbed in the back and head, and also in the lower part of the left breast, the child not dressed, but no marks of violence noticeable upon it. Mr. Brown was found in the house literally cut to pieces. We next went to the house of Mr. King, or to the site of it, for it had been burned to the ground. Mr. Jones and the two children were burnt in the house, and the body of Mr. King, after being roasted, had been almost eaten up by hogs. Mrs. King was some thirty yards from the house. She had been shot through the heart and was horribly mutilated. Three children were saved, one the son of Mr. King and two of Mr. Jones."

When the sickening details of the massacre became known at Seattle, all doubt of the true attitude of the Sound Indians was removed, and those who had up to this time ridiculed the idea that the town was in any danger from an attack by the Indians, now eagerly demanded that measures should be taken to properly protect the people. All now realized the true situation, and there was no delay in providing suitable means for defense. At this time there was a large amount of hewn timber on hand which was well suited to the purpose of building fortifications, and which was freely used. The block house which had been already begun at the junction of Cherry and Front streets near the site now occupied by the Starr-Boyd block, was now completed, while another was built at the junction of Main and South Second streets. These two block houses which were of sufficient capacity to hold the entire population of the town, were joined by a stockade which also ran from each block house to the bay. In the building of these fortifications the citizens received the generous and hearty co-operation of Captain Sterrett, who sent to their assistance a company of marines, whose trained knowledge of the kind of work required proved especially valuable. Every precaution was now taken to insure the safety of the town, which then contained from two hundred to two hundred and fifty souls. Guards, both citizens and marines, were stationed around the block houses and stockades every night, and parties of armed men, both volunteers and marines, were often sent out in the surrounding country to ascertain, if possible, the presence of hostile Indians. Although no evidence could be gathered that gave any positive assurance that an attack would be made upon the town, the operations of the Indians not many miles remote from Seattle caused the settlers to be apprehensive of danger and to be constantly on the alert. The intelligence received of the engagement of Lieutenant Slaughter's command of one hundred men with the hostiles on White river on the third of November, and a few days later of another encounter at Bidding's prairie, one mile from the Puyallup river, indicated the near presence of hostile bands and was well calculated to keep the people in fear and dread.

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* Captain Hewitt was evidently mistaken as to the name of this individual. Several who lived in Seattle at the time the massacre occurred state that the name of the person here referred to was W. H. Brannon.

Another and by far more disastrous encounter with the Indians brought the stern realities of savage warfare still nearer the doors of Seattle. Early in November a campaign was arranged on the Sound, having for its object the retention of the so-called friendly Indians upon their reservations so that all communication with those who were in the field could be more effectually cut off. In the carrying out of this policy, Lieutenant Slaughter was directed to proceed with his company to the junction of the White and Green rivers, while Captain Hewitt, who at this time was at Seattle with his company, was ordered to march up to the same point and place himself in communication with Slaughter. On the third of December Lieutenant Slaughter, after several disastrous encounters with the Indians, reached Brannon's prairie at the fork of the White and Green rivers, and occupied a small log house. Here, on the following day, he was met by Captain Hewitt, who was encamped two or three miles below. About seven o'clock in the evening, while these two officers, with Lieutenant Harrison and Dr. Taylor of the *Decatur*, were engaged in conversation, a band of hostile Indians under command of Kanaskut fired a volley at the house and through the door. One ball passed through the breast of the gallant Slaughter, who fell dead without a groan. The Indians kept up a continuous firing for three hours, killing two non-commissioned officers, and wounding several others, one mortally. The rest of the party fled to Seattle bringing their dead and wounded with them. No single event cast such a gloom over the community as the death of Lieutenant Slaughter. He was a graduate of West Point; a brave and efficient soldier and had been actively in the field from the beginning of Indian hostilities until he met his untimely death.

After this attack, owing to the unfavorable condition of the country, the snow being so deep as to cut off communication with the Indians east of the mountains, the United States troops went into garrison at such points as promised to afford the best protection to the settlers, while the volunteer companies returned to their posts of duty as home guards.

Captain Hewitt with his company now returned to Seattle, and, between this place and a block house on the Duwamish river six miles below the town, remained on duty until their period of enlistment expired. The presence of his company with the *Decatur* and her formidable guns and force of marines, bred among the people a sense of security despite their isolation and the overwhelming number of hostile Indians that surrounded them.

It is only just to state that during the entire period of the war there were, within the immediate vicinity of Seattle, many Indians whose friendship to their white neighbors was sincere and loyal. Especially was this true of old Seattle and every member of his tribe, and of Pat Kanim and his tribe of Snoqualmies. The friendship of the latter chief was doubted by a few, but there was nothing in his conduct to warrant the belief that he was in any way treacherous. At one time, shortly after the White river massacre, Lieutenant Slaughter sent word to Governor Mason that Pat Kanim was following his party, evidently with hostile intentions. On receipt of this information Governor Mason sent an express to Captain Sterrett, instructing him to arrest two of Pat Kanim's brothers, with all the members of his tribe who were then camping near Seattle, and to put them in irons. Captain Sterrett, who had previously received information from Mr. A. A. Denny that Pat Kanim was friendly disposed toward the settlers, did not wish to take such an important step without consulting Mr. Denny. He therefore informed Mr. Denny of the orders which he had received. Mr. Denny, who had positive knowledge that this chief and his tribe were not in the part of the country where Lieutenant Slaughter was operating, earnestly protested against carrying the instructions into execution, claiming that he knew Lieutenant Slaughter was mistaken, and that they had enemies enough to look after without attacking their friends. "I finally proposed," says Mr. Denny, "if he would not disturb the Snoqualmies, I would be responsible for their good conduct, and would prove to him that Slaughter was wrong by going to Pat Kanim's camp and bringing him in. Captain Sterrett positively refused to allow me to leave town, but consented that I might send an express for Pat Kanim and stand responsible for him until his return, having a time agreed upon within which he would be back. Very fortunately for me, and probably for Pat Kanim too, the latter was on hand within the time agreed upon. He had his women and children with him, and also brought a cargo of mountain sheep, venison, horns and hides, specimens of which he presented to the Captain, who expressed the greatest surprise and satisfaction with the conclusive proof I had thus furnished of the good faith and friendship of the Snoqualmies." From that time all doubt was removed of Pat Kanim's real attitude toward the whites, and soon after he was employed by the Governor, at the head of a small party of his tribe, to act as a scout, and did good service. During the latter part of the war he was in active service in the field against the hostile tribes, and, according to a stipulation with the territorial authorities,* for every chief whose head he could show in proof of death he was to be paid eighty dollars, and for every warrior twenty. The heads were delivered on board the *Decatur*, and were then forwarded to Olympia, where a record was kept.

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* Lieutenant Phelps describes the unique appearance of Pat Kanim on one occasion upon his return from Olympia after being paid off: "He was arrayed in citizen's garb, including congress gaiters, white kid gloves and a white shirt with standing collar reaching half way up his ears, and the whole was finished off with a flaming red necktie."

On December 10, 1855, Captain Sterrett was relieved of the command of the *Decatur* and Captain Gansevoort was appointed in his stead. Three days later the *Decatur* received an injury by striking on a reef near Bainbridge Island, and it became necessary to remove her battery to the shore while repairing her keel, a labor which occupied nearly three weeks. While this work was going on the Indians in the Sound country committed numerous depredations and all sorts of rumors were afloat as to their intentions. It was stated that Leschi, the Nisqually chief who had led the Indians west of the Cascades, was visiting the Indian reservations and making boasts of capturing the Indian agents. On January 5th it was discovered that he was actually present with a small force of warriors at the reservation opposite Steilacoom. He endeavored to incite the friendly Indians there collected to join the hostiles. Two weeks later, when the guns had been replaced on the *Decatur*, a young Duwamish Indian known as Cultus Jim, notified Captain Gansevoort that the Klickitat Indians from the east of the mountains under Owhi had united with those on the west side under Coquilton with the design of dividing their forces and making a simultaneous attack on Seattle and Steilacoom. To this report was added still stronger proof of the approach of the hostiles by the information brought to Mr. Yesler by a Duwamish Indian known as Curley, who, with a small number of his tribe, was encamped on the beach above Yesler's mill. Curley stated that while out fishing he met an old squaw on her way to Chief Seattle's reservation who told him that the Duwamish Indians under Claycum had gone up to get Leschi and his Indians and some Klickitats, and that within five days they would return and attack Seattle. Mr. Yesler at once imparted this information to Captain Gansevoort.

Feeling that he could place dependence upon these reports, Captain Gansevoort at once prepared to meet the impending blow. Leaving a small force on board the *Decatur*, he sent ninety-six men ashore who were divided into four divisions commanded respectively by Lieutenants

Phelps, Drake, Hughes and Morris. Three divisions were placed on guard in the southern part of the town, and the other under Lieutenant Phelps, directly west of Yesler's mill across the opening made by the lake trail.*

After two nights had passed with extra watchfulness on the part of the citizens and marine forces, on the morning of January 24th, the surveying steamer *Active* came to anchor in Seattle harbor, having on board Governor Stevens, Captain Keyes, Special Indian Agent Simmons and other territorial officials on their way to a visit of inspection to the various Indian reservations around the Sound. These officers strongly urged Captain Gansevoort to accompany them, believing that there was no danger of an attack at this point. Captain Gansevoort, however, refused to accompany them, and it was indeed fortunate that he did not share the opinion of the officers on board the *Active*. Had he left with his forces at this time the massacre of the entire population of Seattle would surely have occurred.

Upon the departure of the *Active*, about noon of January 25th, Captain Gansevoort, to still further confirm the reports he had received of the approach of the enemy, sent an Indian whom he could trust out to Lake Washington to ascertain if the Klickitats had crossed the mountains. This spy was at once suspected by the lake Indians and came near losing his life, being shot at and pursued until he reached the town. He brought back the startling news that one thousand Klickitats had come over the mountains and that for two days the lake Indians had been bringing them across the lake in their canoes. Upon the receipt of this intelligence late in the day of January 25th Captain Gansevoort increased the number of marines on guard in and around the town and advised all the families on shore to sleep in the block houses. Early in the evening Lieutenant Phelps observed two strange Indians in the town. When accosted and asked their business these Indians replied that they were on their way to visit Curley's camp. Not being satisfied with their answers, Phelps sent for Curley, who assured him that there were no hostile Indians in the neighborhood. This was perhaps true at the time, but two hours later the chiefs Leschi and Claycum held a conference at Curley's camp, at which time it was finally agreed that an attack would be made upon the town at ten o'clock the next morning, this time being selected as it was argued that the marines would then have retired to the *Decatur* to rest after the night's watch, and that the families who slept in the block houses would have returned to their homes. Curley, who seemingly assented to this plan and was expected to take part in the attack, succeeded in warning Mr. Yesler of the result of the conference and the latter reported the fact to Captain Gansevoort.

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* Nearly the line of what is now Yesler avenue.

During the hours between the conference at Curley's lodge and daylight, the Indians crept up to the borders of the town and grouped their advance guard in concealed squads around each house outside of the line of stockades. These parties, at some signal previously agreed upon, were to rush upon and murder the inmates. These carefully laid plans were, however, very unexpectedly interrupted. At seven o'clock in the morning, while the men of the *Decatur* were at breakfast Lieutenant Phelps observed that the non-combatant Indians on the beach were hurriedly taking everything from their huts into their canoes. Interrupting an old woman, he asked the cause of their flight. He was answered in the Indian dialect to the effect that the Klickitats in great numbers had come to kill the whites, and that they were at Tom Pepper's house, a deserted dwelling directly east of the south end of the town, and within range of the howitzer which had been recently placed in position at the block house. Without giving his men time to finish their breakfast, Captain Gansevoort, upon receipt of this information, ordered them ashore, with special instructions to Lieutenant Morris to fire a shell into the house, where it was presumed the Indians had congregated. Following his instructions the howitzer was loaded and fired. The aim was accurate. The shell struck the cabin, exploded and demolished it. The boom of the gun had hardly died away before it was followed by a terrific war whoop from a thousand throats and a volley from the rifles of the savages along their whole line. Then followed a general stampede of men, women and children for the block houses, and, had it not been for the fact that the rifles in the hands of the Indians had been generally emptied by the first volley, many of the inhabitants would have fallen on the way to a place of safety. Fortunately all escaped without injury. The smoke from the rifles indicated that the front line held by the Indians at the beginning of the attack extended along where Third street now is until Marion street was passed, when it curved towards the bay. It was a segment of a circle and every part of the town was for a time within easy rifle range from this line. But the readiness and energy of the charge of the marines and volunteers soon drove the Indians further back to the brow of the hill, where they were comparatively safe from the flying bullets. All the forenoon the roar of the *Decatur's* guns continued. The ground beyond Third street was torn up by exploding shells, huge logs and trees were splintered by solid shot, and every space covered by showers of grape and canister, but still the Indian warriors held their ground, firing from behind stumps, logs and trees, which were very thick along the upper edge of the town. "Above the other noise of the battle," says Bancroft, "the cries of the Indian women could be heard urging their warriors to greater efforts, but although they continued to yell and fire with great persistency, the range was too long from the point to which the *Decatur's* guns soon drove them to permit of their doing any execution."

Captain Hewitt's volunteer company, which a short time previous to the attack, had been stationed on the Duwamish river, had returned to Seattle on the day before, at which time the company disbanded, as its time of enlistment had expired. The members of the company now took an active part in the defense of the town and rendered efficient service throughout the day.

About noon the Indians ceased firing for a short time while they feasted on the beef of the settlers which their women had killed and roasted. During this lull in the fight the women and children in the block houses were taken on board the *Decatur* and the bark *Brontes* which was then lying in port. At the same time an effort was made to gather from the suddenly deserted houses the provisions, guns and other valuables left in the hasty flight before the Indians under the cover of night would have an opportunity to rob and burn them. The Indians perceiving the men rushing into the houses for this purpose immediately commenced firing upon them. Some of the houses within range being pierced by as many as fifty bullets.

Before this vigorous assault the men were forced to retire within the line of the stockades. The attack was now renewed with increased energy and a fierce charge was made upon one of the divisions of the *Decatur's* force composed of fourteen men, stationed near the opening in the woods which marked the beginning of the lake trail. This little band, however, met the charge with such vigor that the Indians retreated. "Had they not flinched from the muzzle of these fourteen guns," says Bancroft, "had they thrown themselves on these few men with ardor they would have blotted them out of existence by sheer force of numbers. But such was not to be, and Seattle was saved by the recoil."

All the afternoon a desultory firing continued from both sides. At times when a bombshell exploded in the midst of the Indians a hideous yell would be raised, but still the savages showed no signs of retreat. Toward evening scouts sent out by Captain Gansevoort reported that the assailing Indians were placing inflamable material under and around the deserted houses, preparatory to a grand conflagration in the evening which it was believed was to have been the signal for all the Indians on the beach and across the Sound to join in the attack. To prevent the carrying out of this plan Captain Gansevoort resorted to a vigorous shelling of the town, which resulted in dispersing the incendaries before they had an opportunity to enter upon their work of destruction. Upon the return of the night the firing on both sides gradually ceased and by ten o'clock it was discontinued altogether. When the morning of the 27th dawned, the hostile force had disappeared, taking what cattle they could find and plundering every house within the line of their retreat.

That the massacre of every inhabitant of Seattle would have followed this attack upon the city without the aid received from the *Decatur* is generally admitted by those who are still living who resided here at the time. The shells from the howitzer caused the greatest consternation among the Indians. Such implements of destruction were before unknown to them. They could understand how the solid shot, grape and canister, could cut down trees and tear up the solid earth, but the gun which fired balls which struck the ground and laid quiet for a time and then, as they expressed it, "mox poohed" or shot

C H Hanford

of itself again with such destructive force, filled them with mystery and terror. What they could not understand, they construed to be the work of evil spirits who were evidently displeased with them and were aiding the whites. In fact they felt that the hand of fate was against them, and it was, perhaps, this feeling as much as anything else that caused them to retire from this attack on the town. Years after, the Indians who took part in the siege were wont to refer to the wonderful gun used upon this occasion. Their description of its power was somewhat in harmony with the idea the Indians on the plains received from their encounters with the first immigrant trains which had with them mountain howitzers mounted on strong gun carriages. The Indians spoke of the Bostons as a tribe of men who shot their wagons at them.

It is positively known that only two men were killed during the siege. One of them was Milton G. Holgate, brother of Lemuel J. Holgate and Mrs. E. Hanford, who was shot and instantly killed while standing in the door of the Cherry street block house early in the action. Later in the day a young man named Robert Wilson was shot and killed by some Indian sharp shooters while standing on the porch of a hotel which stood near the site now occupied by the Standard theatre. Many, however, narrowly escaped being hit by bullets from the rifles in the hands of the Indians, among the latter being Lieutenant Drake. While seated behind a large stump a bullet whizzed through his coat collar close to his throat. Two houses were burned during the day, one was where the gas works now are and the other the dwelling of William N. Bell. Several houses were plundered during the evening and everything of value was carried off.

The number of Indians either killed or wounded could never be ascertained. Many believed that several were killed and carried off by their friends, but some of the Indians who were in the fight afterwards asserted positively that not a single one was even hit, but that old Chief Claycum narrowly escaped being killed, a bullet from some white man's rifle cutting off a lock of his white shaggy hair.

Following the White river massacre, the upper valley had been laid waste, and now as the Indians withdrew from the attack on Seattle, they completed the work of destruction in the entire valley. With the exception of the houses at Alki Point, which was out of their range, not a single dwelling outside of Seattle was left standing in King county, and the entire population was compelled to seek shelter in Seattle and elsewhere. Many became so discouraged that they abandoned their claims and left the country.

Upon the departure of the Indians from Seattle, Chief Leschi sent a boastful message to Captain Gansevoort that in another month he would return and destroy the town. In view of this threat it was thought best to erect more substantial fortifications. With a cargo of sawed lumber contributed by Mr. Yesler barricades were built between the town and the wooded hills back of it. They constructed two wooden walls five feet high and a foot and a half apart, filled with earth and saw dust solidly packed to render them bullet proof. Another block house was also built on the summit of a ridge which commanded a view of the town and vicinity. This was armed with a cannon formerly taken from some ship, and a six-pounder field piece taken from the *Active*, which returned to Seattle two days after the attack. At the same time a company of volunteers was raised, of which Edward Landers, afterwards chief justice of the territory, was elected captain, and A. A. Denny first lieutenant. This company entered into the service of the territory for six months and under its protection the families that subsequently returned to the lower valley of White river were enabled to cultivate sufficient ground to supply the settlements.

The Indians did not return to renew the attack on Seattle as Leschi had predicted, but for several months the citizens maintained a close watch upon their deceitful and cunning enemies, who continued to prowl about in the immediate vicinity for some time thereafter. Captain Gansevoort did not leave with the *Decatur* until all danger of another attack had passed, remaining in Seattle harbor until the beginning of the following summer. No further trouble, however, occurred, although the war in other parts of Washington and Oregon was not brought to a close until the fall of 1856.

The effect of the Indian war upon the entire territory of Washington was most disastrous, and especially so in the thinly settled region of the Puget Sound country. It not only retarded settlement but those already made were in many instances deserted, and for years thereafter immigration was almost entirely checked. Discouragement and almost despair took possession of all and many of the timid and irresolute removed to the more populous regions of Oregon and California. Seattle, in common with the other settlements on the Sound, for years after felt the effects of the disaster which had fallen on the country. The winter after the war closed, says Mr. Denny, "was a period of pinching want and great privation such as was never experienced here except in the winter of 1852-3. Those who remained until the war closed were so discouraged and so much in dread of another outbreak that they were unwilling to return to their homes in the country and undertake the task of rebuilding them, and in consequence it was years before we recovered our lost ground to any extent. Business was generally stagnant. Little in the way of building or improvement was attempted. Roads that had been opened before the war had mostly become well nigh impassable, and some of them entirely so, and active efforts were not resumed to improve our roads and open communication with the country east of the mountains until 1865, a period of ten years." Indeed, for twenty years after the attack the growth of Seattle was slow and uncertain and no marked improvement can be said to have taken place until a railroad was built to the coal fields to the south and east. From the date the first load of coal was shipped from Seattle began the city's onward march to assured greatness, which has been continued with slight interruption until the present day.

CHAPTER IV.

DEVELOPMENT OF LOCAL INTERESTS AFTER THE INDIAN WAR.

Establishment of the Territorial University—Labor of Rev. Daniel Bagley and others —Value of the University to Seattle—Early Discovery and Development of the Coal Fields—Progress of Mining and Shipping of Coal—Opening of the Snoqualmie Wagon Road.

AFTER the destruction and depression resulting from the Indian war, in which the population and business of Seattle had been so much reduced, the people began to pick up once more the threads of work and enterprise and to lay plans for the development of the town. So slow, however, was its growth that in 1860 there were but twenty families in the place. Yet in those dull and quiet times were begun many of the things which now make Seattle illustrious.

Three things in particular which occupied attention soon after the war and were brought to some degree of prominence before the railroad era, may be mentioned. These were the establishment of the Territorial University, the development of the coal mines and the opening of the Snoqualmie wagon road. By the first Seattle has been made the educational center of the state; by the second it has been made the chief commercial city, and by the third the desire and expectation of having independent communication with the eastern half of the state was nurtured so as to make possible an independent railroad enterprise.

THE UNIVERSITY.

The first great work of this period was the location and building of the Territorial University at Seattle. This was done in 1861-62. Not only was this a great and valuable work, viewed from the point of education and general enlightenment, but it was of the most determining character in fixing Seattle as a metropolitan seat. It attracted hither those who desired to educate their families, and it gave the place a prestige and reputation not enjoyed by other towns

The sightly buildings, from the first large and attractive, impressed strangers with an air of substantiality and ambition in the place, not easily effaced. Almost every distinguished visitor or writer on giving his views of Seattle took care to mention that it was the seat of the Territorial University. The expenditure of the sum of about thirty-five thousand dollars for erecting the buildings and clearing the college campus at that early day, gave a considerable impetus to business and enterprise. The university has accordingly been an important factor in making the city.

By the act of congress creating the territory of Washington in 1854, provision for a university was made by allowing two townships as a basis for a fund for buildings and endowment. Authority to locate and dispose of these lands was believed to reside in the hands of the territorial legislature. The institution, however, became a political foot-ball, to be located here and there for political effect. In 1855 it was located at Seattle, but was cut in two so as to satisfy the Cowlitz country, a branch being located at Boisfort, in Lewis county, and one township of land was allotted to each. No selection of land was made under this law and no steps were taken for establishing an institution with a branch. It was not expected. In 1858 the law was repealed and the location made at "The Cowlitz Farm," in the county of Lewis. University commissioners were appointed several times to make selection of lands, but failed to do so. It was not felt to be the right time to begin, and the politicians still found the university useful for log-rolling purposes.

In 1861, however, the matter was taken up earnestly by A. A. Denny, and the legislature was willing to let Seattle and the lower Sound have the institution for awhile again. Using what they supposed to be their clear right, the legislative assembly appointed a commission to select the lands and sell them for the building fund and endowment. That they were not expecting the land to be sold or the buildings to be erected, however, is well shown by the fact that, though government land was sold at one dollar and a quarter per acre, they fixed the price of the land at one dollar and a half, and provided that it was to be selected from either offered or unoffered public lands. It was deemed almost impossible to dispose of the land at that advance.

Provision was also made that ten acres in Seattle be donated to the university. These adverse features of the law were, however, handled with such dexterity that they turned to the advantage of the institution and of Seattle.

For commissioners Daniel Bagley, John Webster and Edmund Carr were named in the act of location. Of these Mr. Bagley was chosen president and the whole work devolved upon him. Mr. Bagley was a recent comer to the town. By birth a New Yorker, he had early gone to Illinois and had become a preacher in the Methodist Protestant church. In 1852 he came across the plains to Oregon and began work there as missionary of his church at Salem. In 1860 he came to Seattle on the same errand, and then and for a number of years was the only clergyman in the town—which thus late numbered but twenty families and not above one hundred and fifty inhabitants. A man of great force and earnestness, he was named as a commissioner and as president of the commission at the instance and insistance of the people of Seattle who were determined to have the university established here.

The task was not light. There was not a cent of money and the land was all remote from the settlements and placed at a figure above government prices. The first thing was to secure the ten acres, and this was quickly done. Mr. A. A. Denny offered the requisite area on his north line, near what was afterward called Belltown. With Mr. Bagley he went to survey it, but finding it an almost impassable tangle, he threw down his instruments in disgust and said "Bagley, I'll give it on that knoll," and the tract was laid off as at present, in the heart of the city. Eight and a half acres were donated by Denny and one and a half by C. C. Terry for Terry and Lander.

This site was then outside of the town, and the land was covered with an unbroken forest, largely of gigantic fir trees. Having obtained the site the work of improving it was pushed with great vigor. There was no money, Mr. Bagley having to borrow on his own credit the modest sum of twenty dollars for what might be called "office expenses." But going to those who might be wishing employment, he offered it with pay in land, and soon had a good force. The work was awarded in lots at $275 and $317 per acre, and the men were paid $2.50 to $4.50 per day. It is of interest to know the names of some of those who took contracts and with their mattocks and axes went into the woods to hew out a seat for education. Hillory Butler, L. B. Andrews, Lemuel J. Holgate, C. B. Bagley, James J. Crow and Ira Wooden, still residents of King county, were among the number, and it is safe to say that their interest in undertaking the work was at least as much to further the cause of education and to build up the town as to help themselves financially. They were promised no pay in money, and expected to take their pay in land at a figure above government prices, in a region where almost the entire domain was open to settlement at a nominal cost to homesteaders.

The work was pressed with a most surprising activity, and it was determined to erect the buildings at once. It was found possible to obtain lumber at the Seattle mill and at Meiggs' Port Madison mill. To Meiggs was sold a large tract valued at twenty-five thousand dollars. Carpenters and workmen of all kinds received at first no pay except in land. The method pursued in all these sales was to give a receipt for the value of the work done and to let the purchaser locate his land, taking a legal description of the same to the United States land office at Olympia, where, if open to purchase or entry, it was set aside as part of the university reserve, and a title was then warranted from the university.

Forty-eight persons were employed on this work. Besides the six named above, O. C. Shorey, O. J. Carr, Thomas Mercer, David Graham, D. B. Ward and A. S. Pinkham may be named as men afterwards prominent in the annals of the city. Before winter set in the buildings—the school building proper, the boarding house and the President's house—were finished, thus furnishing a most remarkable record of rapid construction. The buildings were fine and imposing, for a frontier city numbering but 150 population. The effect of such buildings in awakening public pride can scarcely be overestimated.

As to materials of construction, it is said, "The rough lumber was, of course, mostly fir and came from the Yesler sawmill that then stood on the site of the Yesler-Leary block, erected there many years later. The outside and inside finishing lumber was mostly white pine and came from Hood's Canal. The stone for the foundation was quarried near Port Orchard; the lime and brick came from San Juan, and the building hardware and most of the lead and oils for paints were bought in Victoria, because they could not be had here.*

"Labor and all building materials, except lumber, were in those days much dearer than now, but the land was cleared and enclosed with a neat and strong picket fence, well painted, and the buildings completed and ready for occupancy and turned over to the university regents, appointed to manage the affairs of the institution, at a cost of about $35,000."

Of course money was necessary in order to purchase much of this material and to open the school, and Mr. Bagley put the lands on the market and found purchasers at the price fixed, in cash payments. Though at a higher figure than the offered government land, it was subject to location on any unoccupied portion of the public domain, and was therefore to this extent preferable. Besides the ten acres cleared and fenced, and the buildings, Mr. Bagley turned over some $23,000 in money as an endowment. Interest on this sum was sufficient to secure a teacher to open the school and proceed at once with the work of education. Mr. A. S. Mercer was the first principal and the work began in the autumn of 1862, about eighteen months after the final act fixing the university at Seattle was passed by the territorial legislature.

The endowment was not economically managed, after passing into the hands of the regents, and owing to the disturbances attendant upon the civil war, was in great part used for current expenses—perhaps unavoidably. It is unjust, however, to question the propriety of keeping such an institution in operation during those dark and uncertain days, even though it was done at some sacrifice.

The policy of selling the land at that time and erecting the buildings was soon called in question by residents of rival towns which had been hoping for the benefits of the university for themselves; but it will never be condemned or regretted by Seattle. This marked the first definite gain of the place over other rivals. By political enemies of the

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* The Yesler-Leary building was at the corner of Front street and Yesler avenue. It was burned in the great fire of 1889, and its site now forms a portion of Pioneer Place.

Seattle party, charges of misuse of the funds were made from time to time, and investigations were ordered, but in every instance the books of Mr. Bagley were found perfectly correct and no diversion of funds or advantage to himself or others was ever shown. It has been sometimes asserted that the land was "squandered" by being sold at $1.50 an acre. To this it has been convincingly replied that, if the grant was to be of any value, it must either have been sold at the time, or else have been selected and set aside, to rise in value. To select timber land would be to run the risk of destruction of its value by forest fires, or pillaging by loggers, and to set it aside in an agricultural region would be to keep from settlement land that was presumptively the best in the territory. Moreover, any such method of securing the grant would not probably have gained to the university land averaging in value over ten dollars an acre at the present time—worth not quite half a million dollars, which is the estimated value of the ten acres secured in Seattle. If the course adopted was viewed simply as an exchange of the land grant for the ten acres of city property, it would be abundantly justified by the result. Yet it cannot be so regarded because it was not only that, but was the opening and maintenance of a school that has been of incalculable benefit to the state.

Difficulty was experienced soon after the sales by the decision of the land department that the right to select two townships gave no right to sell them. To secure relief, Mr. Bagley made a journey to Washington City and obtained a law virtually confirming the sales and making good the warranty of the university.

DEVELOPMENT OF THE COAL MINES.

For a city aspiring to commercial pre-eminence, Seattle had for many years the most slight backing. The surrounding region was so covered with timber, the difficulty of clearing which precluded the immediate prosecution of agriculture, that its people could not hope to make shipments of farm produce for a long time, as Portland, for instance, was doing from the beginning. The agricultural region upon which the town must rely was largely across the mountains without even a wagon road fit to travel leading thither. The Northern Pacific railroad, upon which the people were relying with a more or less abiding faith for connecting their city with the Atlantic states and making it the great emporium of the Pacific coast for the belt of commerce around the world, was not yet built and must be brought to Seattle only over the obstacles thrown in its path all the way from the Atlantic to the Pacific. All these things were bound to come, and the people of the place knew that they must, and they stinted no exertion to bring about their consummation. But these were enterprises so large in their nature that the handful of people at Seattle were unable to influence them, except indirectly.

Nevertheless, while having these large affairs in mind, the more practical of the citizens began to cast about for some local development to keep the city alive and continue its growth, and if possible to give it such local importance as to enable it to command the means to avail itself of the larger results when the walls of distance were broken down. Before 1865 the town had no commercial advantage over the large number of milling stations along the waters of the Sound. The mill of Mr. Yesler had been attracting occasional vessels and its operation nad opened profitable employment to the few scores of men then living here. The establishment and building of the Territorial University in 1861-62 gave a pre-eminence to the town enjoyed by no other, but added nothing to speak of to its commerce. In casting about to see what there was to serve as the next stepping-stone to commercial prosperity, serving also to give present employment to the people here, a number of the leading men thought of the coal. At that time coal was mined but little on the Pacific coast. The British Columbia article was in some demand at San Francisco, and the mines at Bellingham Bay had been opened and operated more or less successfully. But the supply was small in comparison with the demand created by the growing coastwise and ocean steam traffic. In the early days of steamship traffic the steamships were obliged to burn wood, and their decks were littered far beyond convenience with the cords that a week's voyage required. That day was long past, however, but the demand for good coals was great and increasing.

Coal had long been known to exist on the shores of the Sound and northern waters. In 1851 it was first discovered at Bellingham Bay by Captain Pattle. A second mine was discovered on this bay at Sehome. At Nanaimo, across the border, the article was discovered soon after, and both mines were opened and were run in sharp rivalry for a number of years. The Bellingham article, however, was not able to hold its own, and the mines were closed.

With reference to the coal mines of the Seattle district which embrace all those fields on the water courses that terminate on Lake Washington or Elliott Bay, the first thing to be noticed is the time and circumstances of their discovery, and next the progress of their development.*

The following are the separate opening or croppings, named in the order of their discovery: The Black river mine, the Issaqua mine, the Coal creek or Newcastle mine, the Renton and the Talbot mines on Cedar river, and the Green river mines. There is also a vein that might be called the Duwamish, near the river, on what is known as the John place near Steele's landing, but it has never been worked. The Black river mine is at a short distance from the town of Renton, on the old Clymer place, near the present home of Mr. E. M. Smithers. It was discovered in 1853, two years before the Indian war, by a party of pioneers who went out to the riffles of the Black river near this place and erected a sawmill, improving the water power by throwing a dam across the stream. These were Tobin, Fanjoy and Eaton, the two latter of whom suffered a tragic death in the Indian troubles following. In the same neighborhood with them Dr. M. Bigelow was making a homestead, and in his operations in clearing land, or perhaps cutting timber or hoop-poles, he found the coal in the year named. An effort was made at once to get some of it on the market, with the result that a schooner load was brought out and sent to San Francisco, where it was sold for thirty dollars a ton. So great was the demand for coal at the time that $24,000 was offered for the mine, but Bigelow was unable to take advantage of the offer, since he had already bonded it to Capt. Wm. Webster for $20,000. In 1855 the Indian troubles compelled cessation of work, and the quality of the coal proved so inferior that mining operations were never resumed, and the abandoned claim became Mr. Clymer's pre-emption.

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* Lying back of the town and within ten miles are valuable coal fields that, so far as can be ascertained, are of inexhaustible extent, and the coal is of a quality far superior to any yet discovered on the Pacific slope. The coal has been thoroughly tested and the fact placed beyond dispute. Indeed, every additional trial of its qualities develops a new ground of its superiority; and the experience of all men skilled in coal mines and mining has proved that the further into a mine one goes the better is the quality of the coal. At present the coal is transported a part of the way to Seattle in wagons and the balance in boats, and a sufficient quantity has been taken out to thoroughly demonstrate the superiority of its quality. Two companies are preparing to provide means for easy and cheap transportation, and at no distant day these mines will become undoubtedly the best paying institution on Puget Sound. But this is not all. Vigorous preparations are going on to thoroughly prospect another mine on the Black river, distant about ten miles from Seattle. Coal has already been struck that it is thought will pay for working and strong hopes are entertained that a still better prospect will be found. These mines cannot fail to prove an inexhaustible source of wealth to Seattle; and moreover it is not the most improbable thing that "ile" will be struck in paying quantities in the region of these boundless coal fields.—The *Intelligencer*, August 5th, 1867.

In about 1862–63 the indications of coal were noticed on the Johns place near Steele's, on the Duwamish. Mr. Barnard, at that time connected with the university, became interested, and in order to make some test of the value of the article, communicated with Rev. George Whitworth, then of Olympia, who in response to his request examined the vein. Having given especial attention to the study of geology, and having lived for some years in a coal region in Indiana, Mr. Whitworth was well qualified to pass an opinion. He thought he coal inferior, but to make the matter certain advised Barnard to send for a Mr. Robinson, a coal expert at Victoria, to give it a test. Upon Robinson's examination Whitworth's opinion was confirmed.

In 1863 the vein on the Issaqua, or Squak, was laid bare, and claims taken by L. B. Andrews and W. A. Jepson. Ten tons were taken out at one time and brought to Seattle to be tested, and on the United States Steamer *Shubrick* the trial was made. Most encouraging was the result, Mr. Winship, the engineer, reporting that it was superior for raising steam to any coal then known on the Pacific coast. This vein was found to belong to the main Lake Washington field, and was worked afterwards by the Seattle company.

The Coal Creek and Newcastle veins were discovered in 1864, by a party of surveyors, of whom Edwin Richardson, deputy surveyor of the territory, was the leader. At the time they were running the gov-

J. M. Colman

ernment survey of a township, and on Coal Creek, near a riffle caused by the encroaching ledge of the hill, were brought within plain view of the vein. Claims were soon taken by Ira Woodin, Finn Campbell, P. H. Lewis and Edwin Richardson. Woodin and Campbell soon abandoned their places, which were then taken by Josiah Settle and William Perkins, and later C. B. Bagley took a claim adjoining the others. At the time these lands were filed for pre-emption there was no law exempting coal lands from the operation of the general laws governing settlement; but the act withdrawing coal lands, as mineral lands, from such privilege was passed before these men perfected their titles. In fear of losing their claims they applied to Mr. D. Bagley for advice, and he in turn laid the matter before Mr. Whitworth at Olympia. In their opinion the claims were not endangered, since they were filed upon before the act was passed, and the constitutional provision prohibiting *ex post facto* operation of all legislation would secure them. It was found, moreover, that the land department had in terms declared, prior to the new law, that coal did not constitute lands mineral. On appeal to the commissioners at Washington this view of the case was held. In this connection Mr. Whitworth became interested in the mines, and upon removal to Seattle in 1866 to assume the management of the territorial university, he became a member of the Lake Washington Coal Company, and pressed the view that the coal must be mined and put on the market before the attention of capitalists could be drawn hither—the feeling of some being that bare discovery and publication of the test of the coal would be enough to attract buyers of the mines. The first coal was brought in wagons to Lake Washington, thence boated across to the west side of the water to a place vulgarly called Fleaburg,* and thence brought in wagons to the Seattle docks. The next step was to construct a barge, the *Good Templar*, and by this and a tug, the *Fannie*, owned by Captain Randolph, to bring the coal by way of the Black river and Duwamish. Following this was the route by Lakes Washington and Union; and lastly that by rail—as will be further narrated.

The Cedar river mines are east of Renton, not more than a mile or two from the old discovery of Dr. Bigelow. Traces of this coal were early seen, but no definite prospect was made until in 1873, Mr. E. M. Smithers made a thorough search. Approaching the problem in a manner worthy a military engineer, he narrowed his field of investigation until but one small stream was left to be explored. With a Mr. Crane, he approached this last hiding place of the coal, and ascending the bed of the brook followed the float until all trace of it had disappeared. From this they knew that they had passed the ledge, and turned and retraced their steps until once more they found the float coal. Then, confidently turning to the steep hillside, they struck the ledge with their picks and the vein was exposed. On this was formed the Renton Coal company, which shipped its coals by the Duwamish, building thither a tramway to the mine. E. M. Smithers, T. B. Morris and C. B. Shattuck were the principal parties in the Renton company. The Talbot mine, some three-fourths of a mile up the Cedar from the Renton, was opened in 1874, Leary, Collins and McNaught being the first to form a company. Further up Cedar river is the McAllister mine, and on Green river is the great coal field.

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* Near the eastern end of Jackson Street.

In point of value the coal rises in proportion to its proximity to the mountains, the reason probably being that all the coal of this coast is of comparatively late geological formation, being in age the lignite, but owing to mountain upheaval and the consequent pressure and volcanic action, much of it has by sheer heat and compression been brought to a state resembling the older coals. Where the pressure has been greatest, therefore, the coal is best.

PROGRESS OF MINING AND SHIPPING THE COAL.

Much of the coal of these mines was far from navigable water and in so rough a country that the coal was not at first of much immediate value. The Coal Creek mines were regarded as the most valuable to begin on, before the discovery of the Cedar river coal, but even they must wait until a proper time came. In the judgment of a number of the men of Seattle the time was ripe in 1865-66. Conspicuous among these was Rev. Daniel Bagley. Ever since coming to the city in 1860, he had maintained uninterrupted religious work, preaching every Sunday and continuing the mid-week meetings, but in addition to these labors he was constantly occupied in public or business affairs. In 1863 he had turned over the university to the regents and secured good titles to the land sold and had brought its affairs to completion, so far as the elementary work was concerned. In 1864 he had built the edifice of the Methodist-Protestant church. In the next year he was ready, therefore, to undertake new work of a public spirited nature.

His attention was drawn to the mines in connection with his interest in public lands, consequent upon his relations with the university. At Newcastle, as has been mentioned, claims had been taken on the coal lands by P. H. Lewis, Edwin Richardson and Josiah Settle, under the general pre-emption law. But the law withholding mineral lands from entry as homestead having been subsequently published, they were likely to be disturbed, if not ousted by contestants. On one of his trips to Washington City, Mr. Bagley brought to the notice of congress their situation and procured legislation that the law should not be retroactive, and that their titles be confirmed. A company to mine the coal was formed in 1866. It was called the Lake Washington Coal company, with P. H. Lewis, Daniel Bagley, Josiah Settle, John Ross, Rev. Geo. F. Whitworth and Seleucius Garfielde as incorporators. Garfielde was a resident of Olympia, and as a man of public influence, surveyor general at the time, was of much service in giving prestige and influence to the enterprise. Owing to a disagreement Lewis and Ross withdrew from the company and the prosecution of the work fell upon the others—Bagley, Settle and Whitworth.

To three ends effort must be directed—to open the mine and dig the coal; to fetch it to tide water for shipping; and to introduce it in the market. In each of these lines much hard work and diligence must be brought to bear. It was all pioneer work—the mine was wholly undeveloped, there were no roads thither of any kind, and the general public knew nothing of Seattle coal. So far as the public was concerned, it could be relied upon to accept first the prejudicial reports of the coal companies of other places already in operation, whose sales might be interfered with, rather than the assurances of the Seattle people.

The first blows, however, were vigorously struck. The coal lying above water in the hillside was easily opened, and in a short time a tunnel was so far entered as to enable them to determine the character of the coal where unaffected by atmospheric influences. Specimen coal was brought out in bags—at first on the backs of men—and tests of its quality were obtained at the hands of competent authorities. Some of these tests were in the first instance unfavorable—not from inferiority in the coal, but from its very exceptional heat-producing qualities. For instance, a quantity was given for experiment to the United States Revenue Cutter *Lincoln*, then on the Sound, and its officers, using it as they had used the soggy coals of the lower Sound, created such a heat in the furnace of the vessel as to nearly melt down the iron of the stack, and reported that it was so inflammable as to be unsafe. This was accounted a Pickwickian verdict, since coal was supposed to be valuable according as it would burn; and reports from the specimens sent to various points showing that it was quick and hot, either for ordinary heating or for steam making, encouraged the company, and the work was pressed on. A tunnel between one and two hundred feet in length was dug and the rough cobs piled at the mouth. A wagon road was cut out at much expense through the forest to Lake Washington and thence it was taken by boat and again by wagon to Seattle. There was built a barge of light draught, to be brought from the lake through Black river and the Duwamish to Seattle. Only a small quantity, however, was brought out, only enough, in fact, to demonstrate the value of the coal. Difficulties multiplied. The river proved too shallow even for the scow, and this vessel itself was seized by the customs authorities for navigating salt water without registering at the custom house—the coal company not having had in mind the laws on this point. A small fine sufficed for her release. After a few years the company found itself unable to continue the work and consequently negotiated a sale of the property to another company. While the projectors of this movement gained nothing for themselves, they had established the reputation of Seattle coal and insured thereby the future prosecution of the enterprise whenever it could be profitably undertaken.

In a short time the old threads were picked up and a new company was organized as the Seattle Coal company. It was incorporated in January of 1870, with Reuel Robinson, Amos Hurst, Albro M. Pringle, Martin L. Chamberlain, Edwin Eells, Thos. Flannagan, Geo. H. Greer, A. N. Merrick, Geo. F. Whitworth and C. B. Bagley as incorporators. The company as thus constituted bought out all the interests of the former owners except those of Lewis and Ross. The claims owned by the new company were in fact those of Josiah Settle, Edwin Richardson and C. B. Bagley, 480 acres. The capital stock was fixed at $1,000,000, in 10,000 shares, and the usual privileges accorded such companies were granted—to open and operate the mines and to build, own and operate vessels, to construct roads of any kind, and to acquire property on tide water for storing and shipping coals.

On this basis the new owners were ready to carry on the work with new vigor. The problem of testing and selling the coal was felt to be solved, and the only practical difficulty was that of transportation to Seattle. The old Black river route was abandoned altogether, and it was decided to move the coal from the mine to Lake Washington by tram cars, thence by boat and barge to the west shore, thence by tramway across the ridge to Lake Union, across this water by boat and barges, and from its west shore by tramway through the depression now used as the route of the Lake Union electric motor line, coming to the city front by Pike street, and at the foot of this street to dump it from the cars into bunkers for loading vessels.

The plan called for the expenditure of considerable money in building barges and tow-boats on the lakes and the laying of several miles of tramway. To bring the work within the means of the projectors, another company was formed to prosecute the work of transportation exclusively. This was called the Seattle Coal and Transportation company, and consisted of Reuel Robinson, Amos Hurst and Peter Bartell.

Work began the following season. The coal company left the old opening and made a new one at Newcastle. The transportation company began building its roads and bunkers. In this work the usual old Seattle plan of every man going at it with his own hands was pursued. Every one who was willing and able to work—and that meant almost all in the village—went out with pick and shovel and axe and crowbar and drove the work. At the end of the season the tramways were constructed ready for shipments. This first Seattle railroad had some novel features. At the inclines on the lakes the cars were so joined by steel cables that as one went down it drew another up. The wooden rails were also very wide, having a surface of as much as six inches across the top, and the flanges of the car wheels were so spread as to allow a tread of an equal width. In addition to these arrangements for admitting of heavy loads, the rails were protected on the curves with substantial strap iron. The cars carried some two tons of coal each, and were transported bodily from the mine to the Seattle bunkers at the foot of Pike street on Elliott Bay, being run from the tram to the boat and the boat to the tram. Nevertheless, each of these transfers necessitated a separate manipulation of the cars and required so much time and so large a force of men that the movement was very expensive. Thirteen separate handlings were required, and an expense of some five dollars a ton.

The company spent about $25,000 in these efforts—a very large sum at that stage of the city's growth, with a population of but a few hundred. After operating for several months they found it impossible to continue with the vigor they wished, and in 1871 they sold to Charles D. Shattuck and S. Dinsmore of San Francisco, men of enterprise and capital, who acquired the property for the purpose of carrying on the business and did so on an enlarged scale. One of their improvements was putting a small steam engine on the tram road. In a few years, however, they found it advantageous to sell and disposed of the property to Osgood and Remington, who continued in possession until, in 1880, the property was sought by Henry Villard, as one of the feeders of the great railway system that he was at that time projecting, and it passed with the Seattle and Walla Walla railroad into the hands of the Oregon Improvement company.

This was the first coal mine opened, and the object held in view by its projectors was attained. The operations in coal made Seattle more than a lumber mill port. It kept up the commercial life of the town, and it offered the certainty of remuneration to the Seattle and Walla Walla railroad for the first section of its line; and finally it rose to such value as to attract hither great capital and preponderating financial interests.

No small part of the gain resulting to the place through this enterprise has been the attraction to it of men of force and distinction in connection with its business—notably Hon. Watson C. Squire, who was detailed by the house of Osgood & Remington to attend upon their interests in Washington, and was thus introduced to the state of Washington with its great possibilities.

The total amount of coal taken from the Newcastle mine from its opening has now exceeded one and a half million tons, a value of more than ten million dollars. The other mines, as has been stated, were operated by way of the Duwamish and later by the Columbia and Puget Sound railroad.

THE SNOQUALMIE WAGON ROAD.

An important undertaking, of much promise to Seattle and showing as much as any one thing the independent energy of the place, was the Snoqualmie wagon road. In its inception it was an affair of the earliest times, and it has lingered to the present day without full completion. In its practical results it has been of little account, yet because of its early promise and the hard work done along its steep and intricate course, it deserves mention.

Soon after the opening of the military road through the Natches pass, the people of Seattle cut a passable track to meet it above Steilacoom, but found this of little use either as a means of exit for themselves or as an effective entrance for immigrants. They formed the opinion that a road from eastern Washington to their own town could be made direct. Learning that there were pony trails used by the Indians in the mountains to the east, they set about in 1855 to examine them for wagon roads. There were two trails in use at the time, one of which was familiarly called the "horse trail," and the other the "foot trail." The former was the regular Indian and Hudson's Bay pack trail, passing direct from the upper Sound by Fort Nisqually, and thence through the forest and among the hills on the east of the Sound, bearing off towards the mountains so as to cross Cedar river a considerable distance back of Seattle. At Rattlesnake prairie it met the Snoqualmie trail from the lower Sound, and the two led together over the main ridge, through the Cedar river pass to Lake Kichelos and thence to the Yakima. The foot trail passed up the south fork of the Snoqualmie to a point within about five miles of the pass, and here made the ascent of the main mountain side, crossing directly to the lake. It was by this trail that Lieutenant Tinkam came to the Sound in 1854.

The Seattle party which examined these trails with the purpose of widening them into roads, consisted of Judge Lander, Dexter Horton, F. Matthias, Chas. Plummer, C. D. Boren, A. F. Bryant, J. H. Nagle, Chas. Walker, Dr. Bigelow and some others. A thorough exploration was made and the quest was enlivened by the circumstance that at a certain swampy mountain prairie, one of the party mistook the rattle of the seed pod of a plant for that of the venomous serpent, and suggested, quite inappropriately, the name Rattlesnake for the prairie. As to the main object, however, it should be accounted successful, for in consequence a trail was cut by the way of Meridian prairie and thence across Cedar river by the old pack trail, and by Rattlesnake prairie across the range to Kichelos.

The Indian war, so soon following, put an end for many months to enterprises so far from the settlements. The trail fell into disuse and was overgrown with forest vegetation. During the civil war that succeeded the disorders of the Indian war, the people of the territory, although not directly concerned, were enough engrossed to think little of aggressive improvements. It was not until 1866 that the subject was again taken up. It now appeared not only as an interest of Seattle, but of the entire territory, and especially of the Walla Walla country. The desire for an outlet upon the Sound, and for some foil to the monopoly of the Oregon Transportation company which held the Columbia river, was thus early manifested. The people of eastern Oregon, especially about Umatilla, where the old emigrant road struck the Columbia, and where in consequence the ferry across that river would be, also urged the matter. The matter was accordingly laid before the legislative assembly of the territory, and a grant of $2,000 was made to open a road through Snoqualmie pass. To this small sum King county added an equal amount, and the work of cutting the road began in the summer of 1867. The contract was awarded to Mr. Manchester, who entered upon his task as soon as the weather permitted, and hoped to bring it to completion the same season. In August some Umatilla men, Perrins and Fish, passed over the route, making the trip in four days. It was promised to have an express run during the summer season, and the time reduced to two and a half days. Even at that late date the Kittitas valley was an almost unknown region, and the Umatilla men described its scenic beauties and natural fertility and salubrity, and the friendly tribes of natives, with all the enthusiasm of fresh discoverers, and the Seattle people listened in the same spirit. When these men returned, two Sound men, Stevens and McCaulay, bound to Boise, went with them. The popularity of the new route became such that in September it was chosen by Judge Wyche, coming from Walla Walla to hold circuit court at Port Townsend. He was accompanied by the clerk of the court, Mr. Johnson, and the trip was performed in ten days, the judge stating, however, that six were sufficient to those desiring to make a quick journey. A call that this be made a mail route was published in the papers.

The road was a subject of public attention quite generally, Governor Marshal F. Moore thus referring to it in his annual message:

"At the last session of the legislative assembly the sum of two thousand dollars was appropriated towards opening a wagon road from Black river bridge, in King county, by way of Snoqualmie pass, to the Yakima valley. This, with a like sum raised by the people of King county, has been expended and a portion of the road cut out. What additional sum is needed to complete the work I am not informed. It is important, nay, almost indispensable, that one direct available wagon road connect by one of the passes of the Cascades the two great divisions of the territory." As to a mail route he said: "A mail route from the Sound to the Yakima and Walla Walla valleys direct, is much needed by the people of both sections. I am advised that parties have proposed to perform this service providing the line be established, and a road practicable either for horses or wagons be made over the Cascades."

Manchester was unable to complete the work in 1867, and in the following spring a committee was appointed by the court of King county to examine the work in order to see how it had stood during the winter and report what further work was to be done. Messrs. Denny, Bush and McGilvra were the members of this body and in June made their investigation. They found trees fallen across the road, but the condition generally was very good. The work necessary was to remove the fallen timber, change the course of the road so as to avoid crossing Cedar river, put a number of bridges across dangerous or troublesome streams and complete the road around Lake Kichelos and thence to the open Yakima country. To do this there were $1,400 in territorial scrip and $1,100 in money for the bridges from King county. Mr. J. R. Borst, of Snoqualmie prairie, was awarded the contract and by mid-summer had two parties at work, one at the west side of the mountains near Cedar river, and the other at the lake. This Lake Kichelos was a very difficult body of water to pass, having on all sides towering and precipitous mountains. Rafts were therefore employed to transfer teams across, a distance of two miles. On a sunny day it was a cheerful sail, but to reach this lonely sheet of water of unknown depth in the heart of the mountains, under a frowning or threatening sky, perhaps with snow on the heights, and find the way apparently terminate upon a rickety raft of logs, as many an autumnal traveler did, was impressive to the point of fearfulness.

The progress of the road was watched with interest, and the *Transcript* of Olympia expressed a general wish when it said that not only King county but all the Sound should help to make the work thorough. In October two men from the Black river country, Clyner and Hume, went over to the Kittitas in a wagon, finding no difficulty except for a short distance where wild fire had injured the work. It was their errand to extend their stock range and interests into the grazing country of the east slope of the mountains. Confident predictions were made about this time that flour would be shipped, and beef cattle driven from Walla Walla to Seattle over this road during the next season.

In 1869 travel began as early as April, with little snow at that time to interfere. In May a Mr. Rice Tilly crossed over from Walla

Walla, driving a band of sixty-two beef cattle. He found the east slope unimpaired, but on the west there were fallen timber and quantities of mire. Perrins, a chief and enthusiastic promoter of the enterprise, however, looked for two thousand emigrants and travelers to cross during the summer. His prophecy was hardly fulfilled, yet from that time the road has been more or less open. Early expectations have never been realized, and no sufficient labor has ever been bestowed upon the road. During railroad times it was allowed to fall into neglect, as soon to be rendered useless; but it has played its part in the work of developing the city and state.

CHAPTER V.

THE STRUGGLE FOR EXISTENCE.

Projected Railroad Enterprises to the Pacific Coast—Object Sought to be Obtained—Political Character of the Project—Governor Stevens' Efforts—Building Retarded by War of the Rebellion—Re-organization of Railroad Enterprises after the War—Struggle for the Pacific Coast Terminus—The Race Between Seattle and Tacoma—Inducements Offered by Seattle—Selection of Tacoma—Failure of Jay Cooke and its Effects—Seattle's Period of Self Dependence—Local Efforts to Build a Road—The Seattle and Walla Walla Road—History of the Undertaking from its Inception—The Difficulties Met and Overcome—Part borne in the Enterprise by J. M. Colman, A. A. Denny, Judge McFadden and others—Celebration in Seattle over Completion of the Northern Pacific Railroad—The Villard Era—Seattle's Emancipation from Corporate Influence Completed by Local Enterprise—Present Status of the Railroad Interest.

WHAT may appropriately be termed the struggle of Seattle for existence covers a long period in the youth of the city, before its right to exist was definitely recognized. Seattle became a city for no other reason than that it was one of those places where business might be done more readily than elsewhere. It was, therefore, simply supplying a public want to build here a city. But, as Seattle began to develop and to claim its proper place as a commercial center, rival points and rival interests strove to deny them to it. This might reasonably have been expected, and no fault is found with any city that tried to offer advantages better than those offered by Seattle. Fault should be found only with false or unfair means of rivalry, such as misrepresentation or forcible suppression of commercial life. Even of these things, however, it is quite useless to complain. To prove its divine right to live a city must endure opposition, both fair and foul, and must show that it possesses the courage and strength to withstand it.

The struggle of Seattle was coincident with the era of railroad building. This could not have been otherwise, for railroads are the most important factor in the commerce of a town, and without them no place can offer the advantages of a city. But they do not exist naturally, like waterways, and they are not built without effort. Though a certain site might have all the harbor facilities in the world, and might even command the natural depressions and passes for railways, it cannot become a city unless the roads are actually built. It might also happen that points less blessed by nature with waterways and access to natural passes would be most eager to obtain the benefits that are derived from rail communication. The fact that Seattle had such unparalleled advantages as a seaport, and was the natural point for the great railroad lines to meet ocean traffic, was in itself enough to insure a bitter struggle with other points which could hope to outstrip it by securing the railroads.

The struggle came and lasted twenty years. It may be divided into the following periods: First, from 1864, the time of the first charter of the Northern Pacific road, to 1873, when Seattle was definitely rejected as the terminus; second, from 1873 to 1881, when Seattle was using its whole strength in building a road of its own to the coal mines and agitating the plan of extending it across the Cascade mountains to Walla Walla; third, from 1881 to 1884, during which Villard had control of the Northern Pacific and the entire transportation system of the Northwest Pacific coast, and was focalizing all of this upon Seattle; and, fourth and last, from 1884 to the present, in which it has been shown that the roads must come to Seattle in order to do the business of the state.

John Collins

Before going into particulars, we may give a general outline of the progress of events during each period.

In the first the Northern Pacific was inaugurated, its route surveyed, a section of several hundred miles built and put into operation on the east end, and in Washington the division from Kalama to Puget Sound was built and put into operation. All this time, about eleven years, Seattle was confidently expected to be made the terminus. Tacoma, however, was founded and brought into prominence during the latter half of the period and at the end of it, on July 15th, 1873, was definitely fixed as the terminus. Owing to the certainty, as it seemed, that Seattle would become the terminus, this was, on the whole, a time of passive expectation, without violent excitement and no great business growth. It was, in fact, rather preliminary to the struggle than a part of the struggle itself.

The second period, from 1873 to 1881, was a time of the most intense activity, Seattle working alone to maintain its advantages and to secure by its own exertions the railway connection that was denied to it by the subsidized corporation. During this time the Seattle and Walla Walla railroad was projected, its route surveyed and twenty miles of its line built, opening up the coal mines and giving assurance that the line over the Cascade mountains might be obtained by the same independent means.

During the third period the Seattle road and the Northern Pacific passed into the hands of Henry Villard and Seattle was promised every possible facility for transportation. The branch to Tacoma was built but not put into operation, and the extension of the coal road in order to pierce the valley of the Cedar river, was undertaken by one of Villard's companies, a subsidy of $150,000 having been promised by the citizens. This was a period of great activity and growth, but the main reliance was upon the favor of the railroad king rather than upon independent effort.

The fourth period, from 1884 to the present, has been a time of absolute self reliance, independence of all corporate influence, and therefore of a growth heretofore unknown. During this period railway connection has been completed, new lines have been projected, and the last artificial barriers that would prevent trade seeking its natural outlet at tide water on Elliott Bay have been removed. Seattle has vindicated its right to exist and to enjoy the advantages bestowed by nature.

As to the source of opposition, it will be noted that it arose at two centres. One of these was Portland, in Oregon, which hoped itself to become the practical terminus of the Northern transcontinental system, and did all in its power to divert the route from its original survey, and afterwards to prevent the construction of the road across the Cascade mountains. Even so late as the time of Villard there was some effort there to prevent the building of roads out of Portland, beyond local points, and thus by force to make that city the terminus. The second seat of opposition was in the Puget Sound Land Company, a parasite of the Northern Pacific, which desired to reap the benefit of building the Pacific Coast terminus upon its own land, and therefore prevailed upon the company to select as the place a site not yet occupied by a city of accredited existence.

THE STRUGGLE FOR EXISTENCE.—FIRST PERIOD.

The development of Puget Sound received its impulse largely from the idea of a Pacific railway to connect the Atlantic and Pacific seaboards of North America and to supplant the trade of the eastern caravans, diverting the trade of China and Japan and Manchooria across the Pacific and away from the route across the deserts of Asia. A Pacific railway meant, in the older day, a Northern Pacific road, for when the idea was first projected the United States government had no port on the Pacific Coast south of Oregon. The route explored by Lewis and Clarke was naturally regarded as the proper place for the road to be laid. It was popularly believed that the Rocky and Cascade mountains were quite impassable, and that the road must seek the passes of the Missouri and Columbia rivers. It was due to this idea, among other things, that Benton and Linn of Missouri insisted so strenuously upon holding the Columbia. It became a part of their political philosophy that the United States must, in order to maintain supremacy in the western hemisphere, possess the route to the Orient and the most important harbors on the Pacific Coast.

The acquisition of California and the discovery of gold in that state, did not greatly affect the idea of a railroad by the valley of the Columbia. But the project took a curious political turn. As the question between free and slave territory became imperative, the southern statesmen began to push the idea of a Northern Pacific road with the intention of extending the institutions of the South over the Pacific territories. Under this influence a company was formed by Southerners and a survey was ordered by the general government. This was to be under the direction of the secretary of war, Jefferson Davis. The work was undertaken in 1853, and as chief engineer was appointed Isaac I. Stevens, who had also been appointed governor of the newly created territory of Washington. Stevens was directed to begin the survey, or rather exploration, near the headwaters of the Mississippi and to look through the mountains to the Columbia. The western terminus was fixed as a point on Puget Sound, and from this water a second party was to start easterly and make an examination of the passes of the Cascade mountains, and to meet Stevens in the valley of the Columbia. This western expedition was placed in command of Capt. Geo. B. McClellan.

Stevens began operations at St. Paul as early as the weather permitted, having a vast number of obstacles to overcome, and reached Colville in October. McClellan sailed around by the Isthmus of Darien in May and reached Fort Vancouver in June. It was not until July that he began work, and owing to the lateness of the season, he was able to do no more than hurry through the Natches pass, which the pioneers were cutting out for an emigrant road, and make as thorough an examination of the railroad possibilities as might be. This work he seems to have performed thoroughly. He formed definite views on the subject in keeping with his known ability as a military and topographical engineer. As regards results, it has been stated that he differed in opinion from Stevens, holding that the road should come through the Snoqualmie pass to Seattle, while his chief held that it should pass by a more southerly route to Olympia. By some it has even been said that McClellan thought it should be laid through the gap of the Columbia, the mountains being too difficult for a railroad. Stevens, the greater man, however, at once became an enthusiast upon the subject of a northern transcontinental line and threw all his immense influence into the furtherance of the scheme. The report of the party of exploration and investigation, embracing not only the immediate concern of the road, but many other interesting matters, such as related to climate, soil, botany, geology and the Indian inhabitants and their feelings toward such an enterprise, was a voluminous document containing matter of great interest. The entire expedition, conducted by men of marked ability, made a deep impression upon the nation.

In his reports and messages to the territorial legislature and the government, Stevens spoke constantly of the railroad and was fast bringing the matter into definite shape before the nation, but he was permitted to take little part in its development. The Indian war drew off his attention, and for a time deranged all business in the territory. A reorganization of the railroad company, however, was effected before the outbreak of the rebellion. Stevens was made a director in this company, but his death on the battlefield of Chantilly withdrew his enthusiastic support from the enterprise forever.

During the war the project languished. Nevertheless a bill was passed by Congress in 1864, chartering the company and making a grant of land. The company was now thoroughly loyal, and one great object in giving it government aid and recognition was to develop and strengthen the loyal section of the nation. As it was not intended to be an all-rail route, but partly a water route, utilizing the great lakes and some portions of the Missouri and Columbia rivers, the eastern terminus was fixed at Lake Superior.

The Northern Pacific railroad was a favorite with the people, but owing to the wealth of California and the political importance of Nevada, the Central and Union Pacific system was pushed more rapidly and gained priority in time of completion. The unexampled liberality of subsidy to these roads, amounting to about fifty millions of dollars in bonds, and an immense land grant, made it impossible to sell Northern Pacific stock in competition with them. The circumstance that the Union and Central were allowed to compete for the longest line and greatest subsidy, led them to put forth their utmost exertions and to concentrate upon themselves the entire attention of the nation. The public craving for excitement which had been bred during the war was supplied by these vast railroad enterprises, and all that the Northern could do was to lie by and try to get congressional recognition equal to that of the Union and Central Pacific. Owing to the resistance and opposition of the California interest, however, this was very difficult to obtain. In 1867, however, something definite was done for the Northern road.

To create interest in its behalf, men of influence in railroad circles were obtained as directors in the company and the public journals were induced to treat at large upon the advantages of the Northern route. Surveying parties were put into the field, Major James Tilton beginning the survey on this coast. Many important facts were elicited by these efforts, and the general features of the route became well known. These were thoroughly noticed by the press of the nation. The New York *Tribune*, the Chicago *Advance*, the Philadelphia *Age* and the San Francisco *Alta*, besides the journals of the regions immediately interested, were especially ready to explain these facts and press them upon the country for recognition. Indeed, the papers generally felt a deep interest in the enterprise and gave their readers full details of the progress of the work.

Nevertheless such action as was desired could not be obtained from Congress. A subsidy in government bonds the same as to the Central and Union was asked, but when it became apparent that such aid could not at once be obtained, it was decided to begin active work as a mark of good faith, and to ask certain other favors, which were never granted. The land grant, aggregating some 50,000,000 acres, was confirmed, and also increased by allowing lieu lands beyond the limits of the grant, in case the odd numbered sections within the limit had been taken by settlers. On the western division also the road was allowed two routes, one across the Cascade mountains and the other passing down the Columbia, and thence north to the Sound, the longer of these lines, that by the Columbia, to be called the main line, and the other the branch.

This was an important advantage. By the original charter the company was allowed to build a line to the Sound, and at a point on the upper Columbia to throw off a branch to Portland, or some point on the lower Columbia. On the main line they would receive the alternate sections, twenty-four miles on each side of the track, but no grant was allowed on the road they might wish to build between the two termini—that on the Sound and that on the lower Columbia. By changing the wording so that the charter read "to Puget Sound via the valley of the Columbia," the company would get a land grant from some point on the Columbia through the length of Western Washington to some point on the Sound, making upwards of four million more acres of public land, the most of it in the valuable forests of Western Washington.

With such legislation began a new policy on the part of the company. It no longer expected to obtain credit or bonds from the government, but with its lands swelled to fifty million acres, proposed to build the road out of the land grant. This was estimated as worth one hundred million dollars, and it was determined to issue bonds to this amount. Jay Cooke was induced to undertake to place the bonds and this was regarded as the greatest possible assurance of the soundness of the enterprise. Cooke had acquired a national and even world wide fame as a successful banker in placing the bonds of the government during and after the war, and the basis of the Northern Pacific securities was thought even better than that of the government at that time.

Cooke, in 1870, began operations on a grand scale, issuing the bonds in denominations from $100 to $50,000, and sought purchasers in all parts of the United States. The road was represented as a kind of patriotic movement to bind the states of the North in commercial bonds, and make secure the supremacy of the loyal states. Great inducements were held out to small investors, and it was understood that the company preferred to give the benefit of its securities to Americans rather than to foreigners. To still further secure the bonds of the company, Cooke laid out a great colonization scheme. The lands were to be divided into tracts of 40, 80 and 160 acres, with certain portions fenced, and to be furnished with buildings ready for use. These little farms were to be sold on easy terms to the laborers along the line, and thus the territory was to be populated as fast as the road was constructed. It was popularly represented that with the construction of the road a belt 48 miles wide occupied by the best and most industrious people would be thrown across the continent. This appealed to the imagination of the people, particularly of Republicans, who saw in the rapid growth of the North the assurance of the unlimited dominance of their political faith. It was reported that Cooke had made arrangements for a great force of Swedish laborers who would bring their families and settle on the railroad lands. This was the somewhat romantic form that the enterprise took, and Cooke was reported as saying that he was prepared to devote the rest of his life to the work. He was, no doubt, quite in earnest about building the road, and he very likely had a dream of making his road a peculiarly efficient agent of civilization.

This vast undertaking which was to project upon our coast the population and enterprise of the the East produced its legitimate fruit of excitement in Washington. The point selected as the terminus on the Sound must inevitably, it seemed, become the great city of the coast, rivaled only by San Francisco. Seattle justly regarded itself as the most probable objective. The survey of McClellan brought it nearest as a point on tidewater to the mountain pass. The Snoqualmie pass was also well known as one of the lowest in the range, and had, before the revival of the road in 1867–70, been opened as a wagon road to Lake Kichelos. If the railroad crossed the mountains here it must inevitably touch tidewater at or near Seattle. Olympia, or possibly Steilacoom, was thought of as the only probable rival. Every popular description of the route spoke of Seattle as the western terminus. This seemed to be taken for granted. It was one great point in arguing the utility of the Northern route that the distance to Asia was less by some two hundred miles than by the Central. Distance was therefore regarded as the determining factor in the location of the terminus. It would certainly be unreasonable to build a road on the ground of saving distance and then to so place the terminus as to greatly diminish that advantage. Seattle, therefore, felt perfectly confident that it was here that the terminus would be located.

In 1867 the excitement began to rise. The *Intelligencer* was started as a weekly, and its initial number declared all that was known of the status of the enterprise. Week after week it made this the subject of every leader, giving its information from the most reliable sources. So indefatigably did it follow this object that it was accused of being in the pay of the company. The citizens exhibited like faith. A new hotel opened at that time was named the "Terminus." Major James Tilton made here the headquarters for his surveying party. Strangers began to appear, and the demand for houses brought rents up, and created such a demand as to make a decided building boom. Yesler's mill was unable to furnish a supply, and other mills were drawn upon. In 1870 the population had risen to 2,000, and Seattle was by all odds the metropolis of the Sound basin. The city seemed secure, and only waited to have greatness thrust upon it.

But it is not so easy to achieve success. Natural advantages make a place great only when the men in it do their part. Seattle must be put up to its highest speed to maintain itself, even though it had the greatest natural advantages.

To note the effect of the Northern Pacific upon Seattle, we must notice the necessities of that road. To carry such a work to completion involved many interests. The company must look out for their subsidy, for on that it depended for security for its bonds. To be sure of this it must gain the whole support of the party in power in congress and in the administration. It must have almost the entire support of this party, because by the very fact of seeking it at all it antagonized the minority body in congress, and this heavy opposition would need but a few votes from the majority to defeat the subsidy altogether. But in the majority at that time in congress—Republican—were senators from states jealous of Washington who would not vote a great land grant unless their state was to receive a share of the benefit. These had, of course, to be gained. A few in congress who were naturally opposed to governmental favors to corporations, must be persuaded of the public or political or the pecuniary advantage to themselves of the measure. This involved untold labor in keeping the matter before the people through the newspapers, and before congress through the lobby. Besides all this the immediate object of making the ends meet must be looked after, rather than the remoter object of building the road ideally best for commerce or "the Asiatic trade." Grandiloquent speeches must be made and patriotic editorials must be printed, but, chief of all, the road must be brought up quickly to pay interest on its bonds. To do this the company felt that it must follow the policy of building its own cities. The advantages of this were two. First, it enabled the road to get, without cost, all the land necessary for its own depots and round houses, shops and side-tracks; and second, it enabled it to acquire land at a minimum price, and then, through its own agents, sell town lots at an immense advance. A few well located cities would bring millions of dollars to the company or to the agents who aided it politically or otherwise. From the head of Lake Superior to Puget Sound the road might build a hundred towns, some of which would become important places. Here were fortunes, not so much for the company as for the directors and their friends.

But the most important of all the places to be thus created was at the western terminus. The company would most assuredly not rest without creating a city on Puget Sound. It would make one new from the bedrock. If Seattle had been a wilderness, its site would no doubt have been seized upon. But the fact that it was already occupied and was anticipated by all as the terminus made it certain that it would not be chosen; at least, not at first. The policy of making cities was, naturally, one to be worked under cover. It was, therefore, altogether wise for the company to let the people of Seattle suppose that that was to be the favored place, and thus withdraw attention from their true objective. Nor was there need of haste in making a selection.

The first occurrence to awaken distrust in Seattle was the passage of the bill making the line by the Columbia the main one. This was clearly a deviation from the straight path of commercial necessity, as laid down by Stevens; and the true object of the act, to get more land and to satisfy the Oregon delegation in Congress, was well enough understood to create uneasiness. But it was said that it made no difference which was the main line and which the branch, provided the road across the mountains was built; and the statement of J. S. Smith,* then representative from Oregon, that the branch would probably never be built, was justly ridiculed. Before many months, moreover, some point near Seattle, if not the town itself, seemed certain of the terminus. This was deduced from an authority no less reliable than the land office at Olympia. It was ordered by the land commissioner that a tract the width of the land grant, be withdrawn from settlement on the odd numbered sections from a point on the Columbia river to a point six miles north of Seattle. This seemed conclusive. This act only meant, however, that this was as far north as the company cared to keep the country open. It still had a right to stop anywhere south of this place, whether at Seattle or Steilacoom.

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* I have just had an interview with Jay Cooke, who is engineering the Northern Pacific enterprise. He informs me that the money is already raised to complete

The survey of the Snoqualmie pass was completed by Maxwell in October, 1871. The announcement of the withdrawal of the land twenty miles on each side of a line ending on the Sound six miles north of Seattle, was made about the same time. These two things together were received by the most conservative in Seattle as a final decision of the company. The people of the place even at that early day, when the city had not quite three thousand inhabitants, were not easily deceived, and had previously been apprehensive that the high profit of making its own cities would lead the company away from Seattle. So strong had become the impression that such a purpose was in view, that speculators were advised jocosely to buy up all the townsites on the east shore of the Sound, so as to be sure of hitting it somewhere During the autumn of the year sporadic towns began to spring up, claiming to be the chosen terminus. One such was a little place on Camano island near Utsalady, known as Holmes' Hole. It had a few months of feverish existence.

A place regarded in much the same light was on Commencement bay. This had been scanned by the people of the Sound but was ruled out as a harbor owing to the alleged depth of water, which was regarded as too much for anchorage. A sawmill had long been in opera-

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the section of 240 miles from the west end of Lake Superior to Red river, and that the work will be commenced next month. The sum raised is $5,000,000, and more was offered than was required. Cooke is very enthusiastic about the matter and says he is going to make it the business of his life to build that road. The company ask Congress to allow them to build the main road down the Columbia and the branch to Puget Sound. Leave will no doubt be given, and most likely the branch will never be built.—Letter of Hon. J. S. Smith to Oregon *Bulletin*, Feb. 1870.

tion there. But in 1863 there came thither one of those singular characters who see things as no others are able to see them. This was a man from Iowa named Job Carr. He came to the Sound with the express purpose of locating at the terminus of the Northern Pacific railroad. Not being satisfied that either Olympia or Seattle would be this point, he made an examination of the east shore of the Sound with a view of finding it. At Commencement bay he was satisfied, and here set his stakes. It was then an utter wilderness, and the land was not yet surveyed. To secure his claim Carr made an effort to get a survey run, and paid most of the expenses out of his own pocket. It was not until 1867 that he succeeded in getting the survey through. In the year following there appeared the first arrival to second his endeavor. This was General M. M. McCarver, a pioneer builder of cities. He was a Kentuckian by birth, but soon after becoming of age went out to Iowa and took a hand in the Black Hawk war. After the territory was thrown open to settlement by the whites he went into Iowa to found a city and as a result became the first settler at Burlington in 1834. In 1843 he came to Oregon and after living a short time on the Tualitan plains, went below Portland and with Peter Burnett began the building of Linnton. This effort, however, proved abortive and he removed to Oregon City, but soon went to California and with Burnett laid out Sacramento. Returning to Oregon in 1850 he engaged in various undertakings, making a return trip to the east to secure settlement of Indian war claims; and afterwards engaged in mining operations. But losing his property by fire, he returned to Portland and engaged in business with L. M. Starr and James Steele. In 1868 he formed the project of establishing a city on the Sound which should be the terminus of the now reviving Northern Pacific railroad. He was still to remain in company with Starr and Steele, and they were to share in his city. By examination of the map of the Sound he concluded that at Commencement bay was the most available place, and making a horseback journey to Olympia he scrutinized the maps in the land office. Being much encouraged by what he there discovered, he proceeded to the spot, and, finding Carr, bought out his claim, except five acres which the older pioneer reserved, and filed upon it a pre-emption claim in his own name. His original intention was to call the town which he proposed to found Commencement City, but this name was dropped as too cumbersome and Tacoma was substituted.*

About sixty acres was laid out on McCarver's claim, including Carr's five acres, by the company, Starr, Steele and McCarver, but Steele, selling out to his partners, left the property in the hands of the other two. McCarver at once went to work to interest the railroad company. Gaining the confidence of railroad men of influence, he bought for the company large tracts of land adjoining. Hanson, Ackerson & Co. built a sawmill here, and settlers began to gather and residents came in. Nevertheless, before 1873 the place was but the barest beginning.

During the years 1871 and 1872 the subject of the terminus was allowed to lie without much agitation. It was generally conceded that the company was in no haste to determine this, and Seattle felt

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*The following letter relating to the naming of Tacoma appeared in the Seattle *Post-Intelligencer* of December 18, 1890:

SEATTLE, December 16, 1890.

TO THE EDITOR: I have recently seen a number of statements, in the public press and elsewhere, to the effect that the present name of the city of Tacoma was given by Mr. C. P. Ferry. This is a mistake, as every one who is personally conversant with the facts can testify, and as the old settlers of Puget Sound well know. The name of Tacoma was conferred upon the city on Commencement bay by John W. Ackerson, for many years a member of the firm of Hanson, Ackerson & Co., proprietors of the Tacoma mills. Mr. Ackerson settled in Tacoma in 1868, and, not being satisfied with the name by which the place was then known, Commencement City, gave it the name by which it has since been known. In support of this statement I quote from the *West Shore* of October, 1878, as follows:

"The place now known as Tacoma, with its railroad, ocean steamers and other signs of modern civilization, was then almost a wilderness. Mr. Job Carr, with his two sons, had taken up some land with great hopes for the location of a future city at that place. Previous to the location of the mill, General McCarver, believing that Carr was right, settled there and named the place Commencement City. After deciding to locate the mill at that point, Mr. Ackerson did not fancy the name and therefore renamed it Tacoma, after the Indian name for Mt. Rainier, the beautiful snow peak back of the city. The General protested, but Mr. Ackerson was firm, and as Tacoma it is known yet."

The above statement was never contradicted or disputed, and, as I have said, there can be no question of its correctness. I repeat these facts only in order that a grave mistake may not be perpetuated in history, and that credit may be given where it is properly due.
S. LOUISE ACKERSON.

John J. McGilvra

reasonably sure that its advantages would at length compel its choice. During the latter part of 1872, however, it began to appear that there was a difference among the members of the company. Like all great corporations it had become divided into a number of distinct departments, and one of the most powerful of these was the townsite company, which went under the name of the Lake Superior and Puget Sound Land company. It was learned from one of the officials of the railroad company that the engineers wished one terminus and the land company another, and he saw no way out of the muddle except to make two termini. This Pickwickian conclusion was not regarded as solving the difficulty, and the report that the land company would build two hundred and fifty miles of the road on payment of bonds for the amount only led to the fear that it would be allowed to select the site of the terminus.

As the road was built to Tenino late in 1872, and as the next forty miles would bring the road well down the Sound, the subject sprang into great importance. In the early months of 1873 the most conservative in Seattle considered the chances of the place good and reasoned that the company must select the spot best adapted to a road and most convenient to deep water and the mountain passes. In June Judge R. D. Rice and J. C. Ainsworth appeared on the Sound to settle the matter finally. The Northern Pacific had bought the Oregon Steam Navigation company's steamers on the Columbia, so that Ainsworth, as the president of that company, had been absorbed into the Northern and took a leading part in its councils.

Upon their arrival Seattle was asked to make pledges of a subsidy to the railroad in consideration for the location of the terminus. It was now believed that the decision of the question depended only upon the liberality of the people. At the final reckoning an enormous subsidy, for a place of scarcely two thousand people, was promised. A. A. Denny led the way, and, after a large sum had been secured privately, a most enthusiastic public meeting was held and the following amounts were pledged: 7500 town lots, 3000 acres of land, $50,000 in cash, $200,000 in bonds and the use of the city front above King street—in all amounting to a value of over $700,000. It was understood that Tacoma was offering 2600 acres of land, and it was believed that Seattle's pledge was greater in value than the whole of the assessed valuation of Pierce county. Assuredly no fault could be found with Seattle's subsidy, which was about $350 for every man, woman and child in the place, or upwards of $1500 to the voter. This was a sum sufficient to build and equip twenty-five miles of road.

After such an unparalleled offer Seattle felt sure of the result. It was therefore a great surprise when it was announced on July 15th that the terminus was fixed at Commencement bay.

The disappointment was bitter, but the spirit of the people was manifested at once. The town must have a railroad. The sum promised the Northern Pacific must be trebled and a road of Seattle's own must be built to Walla Walla, or a connection must be made with the Columbia river and Salt Lake road.

THE STRUGGLE FOR EXISTENCE—SECOND PERIOD.

Probably no city showed more instantaneously than Seattle its pluck and daring and its willingness to appeal from the decision of the great corporation to its own advantages and enterprise. In less than a week the policy was formulated which has been the controlling principle of the city ever since. It was this: Let Seattle rely on itself, build and run its own railroads, and by force of its position compel commerce to recognize it. The columns of the city papers were filled with bold declarations and the people showed the utmost courage in sustaining them. A mass-meeting met at Yesler's Pavilion, and numbered among those present all the business men of the place. The principal speaker of the occasion was Seleucius Garfielde, ex-delegate. Although Mr. Garfielde as a politician had not the unanimous support of the voters of the town, at this time he outlined a plan which commanded the hearty approval of all. He expressed the belief that the Northern Pacific would not build the branch across the mountains, since it had combined with the Oregon Steam Navigation company, and therefore wished to bring the traffic of the upper country down the Columbia. This, under the circumstances, was all the better for Seattle. Tacoma must in that event be only the end of the road from the Columbia. But if the produce of the interior were brought down the Columbia, little of it would be shipped over to the warehouses of Tacoma for lading on the sea vessels; it would pass out of the Columbia. A road across the mountains could, however, bring the surplus of the Walla Walla valley to tide water much cheaper than it could be brought thence by the river with its two portages, and four extra handlings. Indeed about half a million bushels of wheat was said to be likely to lie in the warehouses of the upper country from inability of the steamboat company to handle it before the winter blockade of ice. Wheat was dull at Walla Walla at forty cents a bushel, while at the Sound it commanded one dollar and twenty-five cents. Here, then, was eighty-five cents on a bushel to be divided between a railroad company and the Walla Walla farmers, as an inducement for a road between the two points. The action of the Northern Pacific was most opportune for Seattle to construct a road of its own.

How this might be done was then considered. A broad gauge road was estimated to cost eight million dollars—more than Seattle could obtain or pay interest upon. But a narrow gauge could be built for half that sum. To raise this amount, the people of the whole territory should be interested, particularly along the line of the road. Land should be given, which at government valuation should be worth a million and a half or two million dollars. On this there might be obtained a loan sufficient to build a large part of the road, and the rest upon the increase in value of the lands; or the roadbed itself might serve as a basis for the completion of the work.

As a result of this extensive proposition and large design a company was formed at once, with A. A. Denny as president and J. J. McGilvra as attorney. Books were opened and stock was subscribed. Land at a certain valuation was taken as an equivalent for money and paid up stock was issued for it. Some of the stock was paid for in money, and some stock was subscribed, subject to assessment. To the feverish anxiety of the people the necessary business formality, such as examining land titles, seemed slow and tedious, but the company actually made astonishing progress. In two months they had half a million dollars, mostly in land, subscribed.

Steps were taken almost immediately to interest the people of Walla Walla. Denny and McGilvra went to that city, and as a result of their endeavors a meeting was called and resolutions favoring the scheme were passed. The Walla Walla papers, with but one exception, fully indorsed the undertaking. Indeed, the papers in all parts of the territory, except those connected with the Northern Pacific, lauded the enterprise.

It was subsequently asked by the people of Walla Walla that the road be extended to no point beyond their city, that the money they raised be spent on the section from their city to Wallula, and that a certain number of the directors of the road be of their own residents. These conditions were readily granted by the Seattle company. There arose from this some opposition in Walla Walla from those interested in Dr. Baker's road to Wallula, who naturally did not wish to see a rival and claimed that their road was enough. There were also those at that city who advocated, instead of a road across the mountains, the opening of the Columbia by locks and canals at the Cascades and Dalles. Nevertheless there was almost entire unanimity for the road at both cities. The movement naturally carried the strength of the whole people in its favor. Washington territory wanted a railroad and was disappointed in the hope of seeing the Northern Pacific speedily unite the eastern and western sections. The legislature, then in session, was therefore ready to do all in its power to further the interests of the company. An act was passed permitting the counties through which the road was to pass to give bonds to the extent of $500,000, conditioned upon the indorsement of such a policy by three-fifths of the voters at a special election held in the counties concerned. Such action made it possible for the four counties of King, Yakima, Klickitat and Walla Walla tentatively to provide interest on two million dollars. All these efforts were ambitious, and some, as bonding the counties, unwise; but they showed the enthusiasm of the people.

In the meantime—from July to October—the affairs of the Northern Pacific were falling into such shape that Seattle had the sympathy of a majority of the people. The company was showing unmistakable signs of financial weakness and a resultant moral weakening. Its choice of Tacoma was a symptom that lack of resources was making it subservient to the speculators who were its camp followers; its union with the Oregon Steam Navigation company of Portland showed plainly that it was needing the aid even of comparatively small organizations to help it through, and that it was using every effort to avoid building a road where it might make the excuse that there was a waterway. But most distinctly was its moral weakness as a public highway shown by its shameless effort to run its line so as to seize public land rather than to serve the interests of commerce. It was now changing its surveys so as to hoop the territory—running a line down the Columbia, thence across to the Sound and Bellingham bay, through the Skagit pass, and back to the eastern border of the territory. It was figured that this would give it upwards of twenty million acres of land in Washington alone. It had shown its disposition to charge all it could get for such lands, and the whole complexion of the corporation was chiefly that of private land speculation with railroad building as an altogether secondary matter. So long as the Northern Pacific road promised to be of benefit to the country, the people were willing to wink at the attendant evils, but the moment it became clear that the benefit was to go to Oregon rather than to Washington, and to Eastern speculators more than to either, the spirit of the territory rose in rebellion, and Seattle led the attack. Truly the struggle that the city then began was a struggle for liberty and the right to exist. The toils of railroad speculation and railroad domination were being woven tight about this young commonwealth. It happened most opportunely for Washington that this immense monopoly did not select Seattle as its terminus, for, with the interests of Seattle united with those of the Northern Pacific, the issue of the struggle would have been disastrous for the commonwealth.

The fight was therefore between a free and independent community and a government monopoly. It was of the same nature as the war of American Independence or the conflict of the Americans in Oregon with the British monopoly of the Hudson's Bay company. It was a significant struggle. It would seem to be most unequal with everything in the favor of the corporation, with its millions of acres, its Eastern bankers, its European connections and its influence in Congress. Seattle was a mere pigmy in comparison, a simple village in the woods. It had no capitalistic or political connections and no representation in Congress. The only thing to command respect was its assertion of the right to exist and its defiance of the power which would treat the territory and its people as its property. It would exist and flourish despite the mandate of the Northern Pacific railroad to the contrary. It had itself to rely upon and so much of the sympathy and aid of the people of the territory as it could command. Thus it entered upon the contest.

The first movements were to the advantage of Seattle. The active co-operation of Walla Walla and of the territorial legislature was gained. Still more important was the sudden financial collapse of the bankers of the Northern Pacific, Jay Cooke & Co. This occured in September, 1873. It threw the company into great difficulty, as Cooke had some six million dollars of its bonds as his sole reserve or assets, and from his relation to the company his failure threw discredit on the company itself, bringing its outstanding bonds almost to zero in the market and making new issues almost impossible. So great was the stringency that it was doubtful whether the road would be completed to Tacoma in the time specified, the charter thus becoming jeopardized. Indeed, the contractor, one Montgomery, becoming unable to pay his men, suddenly left the country, leaving the men to whistle for their money. These toilers rose in their righteous wrath, and, making a barricade on the line of survey, determined to hold it by force and to prevent further operations until they were paid. By the appearance of Ainsworth with $500 and the promise of $5,000, they were induced to leave their fortification across the track and resume work; but on the failure of the $5,000 to appear, new disturbances arose. There were threats of destroying the track and bridges, and the public were warned not to risk their lives on the cars. The company was, in fact, on the brink of ruin. Cooke's failure proved to be more disastrous than was at first supposed and was the beginning of the great panic and business depression attendant upon the contraction of the currency and return to specie payments. The company had to be reorganized and would have failed but for the action of Congress in forbearing to declare the land grant forfeited. There was a new directorate chosen, and a careful and steady movement was begun under President Billings, to get the work ready for completion. Seattle, therefore, had time to see what it could do and to make its endeavor without the full weight of the Northern Pacific opposition.

The first concern was the railroad. This meant to get a nucleus of capital, to push the survey through so as to begin work in the coming spring, to get congresssional action as to right of way over the public domain, and to secure whatever else in the way of government aid might be obtained, and above all, to gather the capital from outside to actually do the work. It was felt by all that it could be done if all the people in the place stood resolutely together until it was accomplished, although it was also regarded as a severe test of their fortitude and fidelity. Nevertheless they proceeded on the assumption that there were none of influence in the place who were likely to turn a public enterprise to personal or private interest.

The survey was promptly undertaken in order to be completed so far as to decide upon a route and to obtain an estimate of expenses and probable traffic when completed, in time for active operations at the opening of the season. Seattle was extremely fortunate in enlisting the sympathy of General Tilton, who had made the Northern Pacific surveys, and in obtaining the services of T. B. Morris, who had surveyed the Snoqualmie route. Through these gentlemen permission was obtained of the Northern Pacific to use the old survey and field notes, thus making it possible to begin at once, with the difficult work of surveying the Cascade mountains already done. The survey of the eastern end from Walla Walla was undertaken at once, and before May, 1874, a report of a route was made. Mr. Morris did the work very carefully and reported it as a perfectly practicable route leading through the most fertile sections, and having the promise of great traffic.

The estimated cost of the road—narrow gauge—was a little over $14,000 per mile, making the total, if the road was built by what was termed the lower Yakima route, $4,179,910; or $3,677,962 if built by way of Priest's rapids. Estimates of traffic were based upon what the Kittitas, Yakama and Walla Walla valleys and the Blue mountain foothills would export in the way of grain, fruit, and live stock. Freight was reckoned at $8 a ton from Walla Walla with 106,000 tons of grain to be exported. The total product of wheat from the Walla

Walla and Umatilla valleys was estimated as likely to rise to 7,500,000 bushels for export. Other shipping points were reckoned at Priest's rapids, and in the Yakima country. Traffic from the coal mines near Seattle was also reckoned, and freight east, making a total business of some $1,600,000. Dividing this by two as the co-efficient of safety, Morris showed some $800,000, as the possible earnings of traffic and passengers per year. Interest on the outlay he estimated at some $600,000 per annum. A safe margin, therefore appeared, and it was with the best prospects that the road could go before the financial world. To prosecute the work, the company had on hand 6,500 acres of land, including two or three miles of water front on the bay, 600 town lots and subscriptions of 100 stockholders; all of which would not probably foot up more than a quarter, or at most half, a million dollars. All necessary legislation had, however, been passed by the territorial legislature, although some of it would need to be confirmed by Congress. Such was the condition in April, 1874. Although the enterprise was yet on a slender basis, it was deemed that much had been done since the last October, and that the boldest course was the best. When ground was once broken, it was thought, the hesitating and doubting would join in hopefully and bonds might be issued on the score of work already begun. The first day of May was set apart as a day to break ground. This was a monumental day in the history of Seattle.

It was claimed and believed that in case of necessity Seattle could herself furnish enough laborers, who would take stock for their work, to build a sufficient portion of the road to insure its completion. The breaking of ground was therefore to be, not merely a form, but a solid day's work by the whole city. When May Day dawned, therefore, the city was astir. All the steamboats and steam mills hailed its approach with long blasts of their whistles. A few pieces of artillery added their thunder to the shrill screaming of the steamers. The church bells and school bells added to the din, the latter, however, not summoning the whining school boy to his books, nor the former the women to their devotion, for children and ladies were to go with the men to the rendezvous on the Duwamish. Business was wholly suspended, and at an early hour the whole city was aboard steamboats or barges, making their way to the point of beginning on the road. There was much of good natured jollity on the way, and one craft, the *Comet*, with a schooner in tow, stuck her nose in the mud of the flats, much to the mortification of the men and women on board. Many of the people took the wagon road to the scene of action. There were three hundred men to manipulate the pick and shovel and roll the barrows. An encouraging piece of road to work upon was wisely selected, and before the noon hour a stretch of the grade quite visible was thrown up. Mr. Morris was there to direct, and many who had not done a stroke of manual labor for years were proud to show what they could do.

This was not all meant as play. The people of Seattle fully intended to shovel their way through the Cascade mountains by their own brawn if necessary, and while it was a mirthful sight to see judges, bankers and business men laboring to keep up with their expressmen and gardeners, it had a heroic touch to it. While the work progressed the school children were having a romp and picnic, and after their appetite was appeased the ladies spread a hearty dinner under the trees for the laborers, and in sylvan fashion the banquet was partaken of. After the eating there must, of course, be speaking. John Denny, the recognized father of the city, being father of the founder of the city, was first called upon. He was a speaker of wit and force, having often been on the stump in Indiana, Illinois and Oregon. On this occasion his address was from a wagon. He spoke in his best vein of the old times. Judge Orange Jacobs was next called upon and greatly pleased the audience by appearing in his work clothes already stained with earth. Henry L. Yesler when called upon won hearty applause by looking up at the post meridian sun and bidding the roysterers quit fooling and go to work. Then the afternoon section of the road was graded.

The expectation that fifteen miles of the road would be finished and in operation by September proved quite rash; there were barely twelve miles graded by October. Interest turned on the election of delegate to Congress in November, and a point of supreme importance was to secure the election of a friend of the road. Judge Jacobs was put in nomination by the Republicans, and he was elected by a large majority.*

Aside from the work on the railroad, the other plans of the citizens, for opening the coal mines on Cedar river, and establishing a shipyard and iron works, were gotten under way. Captain Battersby, of San Francisco, representing California capital, was led to make arrangements for each of these interests, undertaking to build ship yards on Elliott bay, for which he was to receive a subsidy of one hundred acres of land, with four hundred feet of deep water front on tide water, upon completion within two years of two ships of at least 1000 tons burthen each. A like subsidy was to be given for establishing within three years a blast furnace on the line of the railroad. The capitalists represented by Battersby were also to mine the Cedar river coal to the extent of three hundred tons per day, for a subsidy of twenty acres of tide land, fronting deep water. They were also to negotiate a loan of $200,000 for the Seattle and Walla Walla railroad.

For a private enterprise of a small city without capitalists, much had now been done. But it was not all to be plain sailing. Three great obstacles were found in the way: Congressional disaffection, opposition fomented at Walla Walla, and difficulty in raising funds at home.

From 1873 to 1876 was a period of great financial depression and political disaffection. Railroad legislation was particularly unpopular.

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* The plan outlined by Seleucius Garfielde and published by the *Intelligencer* was the general idea of the people of the territory as to what should be done. At the request of Judge McFadden, delegate to Congress, Mr. Denny went to Washington. The former felt a deep interest in the success of the Seattle road, and also had a bill for the benefit of Olympia in reference to the branch road to be built from Tenino to that place. This bill was to allow Thurston county to assume bonds of the company. Delegate McFadden thought that if with the bill for this county there could be coupled the interest of King and the other counties on the line of the Walla Walla road, the whole would be stronger. It was, however, defeated on the ground of impolicy and the questionable right of a majority of two-thirds, or of any proportion not the total of all voters, to tax the others against their will for a private improvement. As to right of way, it was found to be too late in the session to get a bill through for any specified road, but a general bill was passed authorizing any road that had filed a survey of route, the right of way over public lands, and the use of a limited number of acres of the public domain for depots and terminal grounds.

The gift of such immense tracts of land as had been bestowed upon the Pacific railroads was denounced as extravagant and dangerous to the nation. Neither party, therefore, dared to show favor to any new railroad enterprise. It might easily be shown that the Seattle & Walla Walla road was projected for the purpose of neutralizing the power of a monopoly created by former legislation, but the senators and representatives dared not risk any new action whatever. In reality they were no more opposed to dangerous monopolies than before, and were using this ultra virtuous position toward new railroads in order to give still further aid to the Northern Pacific. They represented that they were in honor bound to help that road through to the extent of the subsidy first proposed, especially as the failure of the company was due to the general financial crash and to no fault of its own. They must sustain the honor of the government so far as old grants were concerned, but not a dollar for anything more. Such was their cunning excuse for not declaring forfeited a vast land grant that was actually forfeited, and had hindered rather than helped the construction of the road, bringing in speculative rather than business interests.

These were the two things that Judge McFadden, as delegate, and Denny, as president of the road, asked of Congress—right of way and an act to allow the counties along the line to guarantee the interest on the bonds of the company. The latter was refused, the former but covertly granted.

The failure of Congress to give the road any standing was taken as a final disposition of the whole thing. It was so announced by the Walla Walla *Statesman*. It was generally so received by the people, and it was, of course, useless to ask loans on a road that had no financial security. This led in part to the disaffection at Walla Walla.

While the Northern Pacific was embarrassed Portland was doing its utmost to get through a road to the Union Pacific. It was an undertaking of Colonel W. W. Chapman of that city, who had, largely at his own expense, surveyed the line and had fought heroically for the enterprise in the lobby of Congress. Senator Mitchell had identified himself with the cause of the Union Pacific, and he and Chapman were doing their best to gain the people of Walla Walla. The *Statesman* of that city had from the first opposed the Seattle road, and at these overtures from Oregon came into the ascendency. The Salt Lake road offered communication to the seaboard by Portland and the mouth of the Columbia and rail communication with the east. Senator Mitchell got a large appropriation for the improvement of the Columbia river, and it was represented that in a short time the Walla Walla country would enjoy both rail and water communication with Portland. Furthermore, Walla Walla would be on a direct transcontinental route, and must therefore become the metropolis for all time of the Inland Empire—whereas by the road to Seattle, it was represented, it would simply be the terminus of a local road, and the transcontinental line, sweeping northward, would build the chief city far to the north—as has proved to be the case. To join its interests indissolubly with those of Portland and the Columbia, it was proposed that Walla Walla county, then embracing all south of the Snake river, be united with Oregon by annexation. In addition to all this, an effort was made at Portland to induce Congress to declare forfeited the unearned lands of the Northern Pacific in Washington and to give them to the Columbia River & Salt Lake road. Washington, being a territory and without representation in Congress, was regarded as spoil for any railroad corporation or political combination powerful enough to manipulate Congress. Thus it is seen what powerful interests were opposing Seattle. It would not have been surprising if its people had given the battle up as hopeless. They were face to face with a hostile terminal city, a hostile Northern Pacific, a hostile Portland railway backed by the Union Pacific, and a hostile political combination denying their enterprise government recognition.

Nevertheless, though three years had passed since the terminus was declared to be at Tacoma, Seattle had no thought of giving up. It had been claimed that before this she would be deserted and that her business men would be found at Tacoma. On the contrary, her population increased at about the regular rate—a hundred or two per year.

In 1875 but little progress was made on the railroad but a favorable arrangement was made with the Renton Coal company, who at their own expense built a road from their mine to a point on the line of the Seattle & Walla Walla road, which was also a point on the

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Duwamish river easily reached by steamers. The Seattle company had the privilege of taking this road at its actual value and operating it as their own upon the completion of their road to this point. This was a stretch of about four miles on its line. The Talbot mine, somewhat further on, was also interested. This section of the road was practically finished during the year.

In 1876 Seattle awoke to a full realization of the situation. Outside aid could not be obtained. Voluntary manual work by the citizens was uncertain and inadequate. The only thing left was for the business men to take hold of the work in a business way. J. M. Colman—of whom a full biographical sketch is found elsewhere—assumed the responsibility and was appointed by the company superintendent of construction,

When Mr. Colman took hold of the work the road was in the following condition: Beginning on the city front at what was known as Atkins' wharf, the line extended southeasterly across the tide flats, a distance of two and one-half miles. None of this was built. Touching the main land on the Duwamish bottom it ran a half mile, wholly untouched by the grader, and then came upon the old grade. The work here had never been thoroughly done, and now needed to be done over. At Steele's, on the Duwamish, about seven miles from the wharf at the western terminus, the work of the Renton company was met and extended four miles easterly. Beyond this there had been some grading to a distance of twelve miles from the city. The grade had, however, been guttered by the rains and obstructed by fallen timber.

A considerable force was put upon the road about the first of May and the difficult and expensive work of driving the piles and making the trestle from the terminal wharf to the Duwamish shore was entered upon. Before June nearly a thousand feet of this had been completed, and the work progressed steadily during the summer. This work was on the contract of Joseph Surber. Eaton & Webster took the contract for the trestles and bridges on the route from the bay to Steele's, and H. L. Yesler took the contract for grading. All went at the work in earnest, and before September the grading, trestling and bridging was practically done. In the latter part of August the contract for laying irons and building the wharf and coal bunkers was let to L. F. Compton. Contracts for building freight cars and the passenger cars in Seattle were let about the same time. Everything advanced with remarkable promptness and precision. It showed how even the details of railroad building could be mastered by Seattle men.

Track laying began late in September. It was expected that the work could be done by November, but it was not until the end of December that the last rails were laid. The winter was late, however, and work progressed without interruption. In January the incline at the bunkers was raised and put into position. This was a thousand feet long and the track for dumping was sixty-six feet above the tide flats. The long piling needed was thoroughly braced, and the whole work was completed in a most substantial manner.

It was not until somewhat later that connection was made with the Renton section, and then an engine adapted to the gauge had to be obtained. This portion of the track was somewhat out of repair, needing ballasting, and the rails had become so worn as not to bear the weight of the engine. Hence there was some delay, but with the Talbot mine, some three quarters of a mile from the track but with a connecting track of its own, and the Renton mine both prepared to double their capacity, the city felt confident and jubilant. At a meeting of the stockholders of the company, held in January, there was mutual felicitation and the following were elected directors: A. A. Denny, F. Matthias, J. M. Colman, Bailey Gatzert, Wm. Renton, James McNaught, John Collins, A. Mackintosh, H. L. Yesler, W. N. Bell, Jesse W. George, C. B. Shattuck and John Leary.

The people of Seattle, and the railroad company in particular, felt something like the Norse god Thor, when he struck the face of the giant with his hammer—it did not wake the sleeping monster but it made a dent. Like Thor, too, they were ready to strike the second and the third time, and to grip the hand so tightly over their hammer as to turn the knuckles white. They had made a dent, and though they heard a scoffing Portland newspaper say that at their rate of progress it would take them about two hundred years to get to Walla Walla, they confidently expected to go at a faster rate. The Yakima

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and Kittitas sections were still eager for the road, and the dismemberment had not succeeded.

Nothing could better describe the railroad situation of Seattle in March, 1877, than the following written at the time by Philip Ritz of Walla Walla: "The road is now completed and running to the coal mines, with one twenty-one ton locomotive, and with ten first-class eight-ton coal cars completed and ten more nearly done. Also twelve flat cars, and one first-class passenger, baggage and mail car combined, which will seat thirty-six persons nicely, besides which eight or ten more can be accommodated comfortably in the baggage or smoking car department. The company have also one light eight-ton locomotive for work on the upper part of their road. The road will be formally opened on the third of March with a free ride and excursion of the citizens. We of Walla Walla have been looking upon the building of this road as an imaginary vision, but, mark my word, if James M. Colman lives, he will build this road over the mountains alone, unless some capitalist comes forward and takes it off of his hands in order to build it faster. He is one of the most remarkable men of this coast. A man of active brain and a splendid mechanic, he is always equal to any emergency. He has made everything that has been required for the road on the ground, excepting the locomotives and railroad iron. All the car wheels and castings for his passenger car have been made here. About a year ago, when it seemed as if the whole thing would die, Mr. Colman came forward and proposed to the company that, if they would furnish $30,000, he would put up $60,000, and take hold of the road and build it. He has done all that he proposed to do, and now has a road well built of 36-pound iron, fully equipped, with fine wharves built for the cars to run on, discharge the coal at either low tide or high tide into the largest Pacific Mail Steamship company's steamers, that draw twenty-five feet of water—at a cost not to exceed $125,000. To give you an idea of the possible earnings of the road, I took pains to get all the details of Mr. Colman. He says that in a short time he will have his arrangements so completed that he can bring down 1200 tons of coal per day, but at present the mines do not furnish more than 400 tons. Next summer the Seattle Coal and Transportation company will change their present route so as to send their coal over this road. He estimates that he can put coal aboard vessels at $2.75 per ton. This will be a regular business every day in the year and at fifty cents a ton must realize a very large profit. Mr. Colman will locate fifteen miles more just as soon as this is in complete working order, and, as there is but little more rolling stock required and no new wharves to build, he thinks he can build it for $6,000 per mile. This will take them in the vicinity of very extensive and valuable iron mines, which will add very largely to the profits of the road. He is fully determined to put all the earnings of his mill and every dollar that the road earns into the work until he gets it over the mountains, and I believe he will make it."

Such evidence of the steady purpose and business force of Seattle—for Mr. Colman, though a leader, was but a leader of men equally as determined—shows what a young city of three thousand people could do.

THE STRUGGLE FOR EXISTENCE—THIRD PERIOD.

The activity of the Northern Pacific company in building a coal road from Tacoma to Wilkeson appeared threatening to Seattle just on the eve of the completion of her own coal road, and afforded ample indication that the former city was ready to contest vigorously the trade in this staple which was finding such demand in San Francisco. Seattle felt the contest for the control of the coal market to be a considerable threat to her supremacy and a great card for her rival.

At this juncture, however, there appeared one of those diversions which mark epochs in the history of places. This opens the third period of the struggle.

The characteristic feature of the struggle as hitherto narrated was its local nature. It was a manful contest of a mere village, without financial or political influence, to maintain its rights in the face of the efforts of a powerful and unscrupulous corporation. The next phase, however, was marked by the sudden transfer of the contest from this local area to an almost national field. This was brought about by the rise of that financial genius, Henry Villard.

The story of Villard's rise to greatness is one of the most romantic in our annals. A journalist of no great distinction, he was selected by the German bondholders of the Ben Holladay railroads and steamship lines in Oregon and California to examine the property and report upon what was best to be done with it. Coming alone and unheralded, he not only examined the condition of the roads but made a thorough scrutiny of the vast North Pacific coast as a field of enterprise and speculation. There seems to have been something peculiarly attractive to him in the west slope. Making glowing reports and maturing elaborate plans for acquiring control of all the transportation companies of the Columbia and Puget Sound basins, as well as of the Northern Pacific railroad, he returned to his German friends and disclosed his plans. With his phenomenal capacity for gaining confidence in financial circles, he was tendered the use of almost unlimited capital. With this he began buying up as many as possible of the transportation companies of the Northwest. The Oregon & California and the Oregon Central railroads and the steamships of the Holladay line were already under his control, and the Oregon Steam Navigation company, which had been acting with the Northern Pacific. came also to him. Looking to the Sound and seeing the importance of the Seattle and Walla Walla, both as a possible road over the mountains and even more as a coal road, he bought this, acquiring also the coal mines. The great prize, the Northern Pacific, he secured by buying, without the knowledge of President Billings, a controlling interest in the stock on the market. To Billings this was a most severe disappointment, for he was just upon the eve, after a laborious straightening out of its affairs, to take final steps for the completion of the great enterprise.

Villard was in an incredibly short time master of everything from the Missouri to the Straits of Fuca. As it was impossible for the Northern Pacific to actually absorb all these minor companies, they were organized under various names, such as the "Oregon Railroad & Navigation company" and the "Oregon Improvement company." Both of these were to be built into the Northern Pacific system; and as the Northern Pacific could not furnish means to build roads not its own, there was organized the Oregon & Transcontinental company, with powers the most general, its real object being to act as banker, as Villard expressed it, for the Northern Pacific and the other roads. On the whole there was formed one of the most complicated railroad systems ever on record, and the public found it difficult to keep the run of it all.

These plans were consummated in the summer of 1881. They seemed to be a triumphant solution of the question of terminus in favor of Seattle. Villard, by acquiring the Seattle road and coal mines, it was argued, must intend to connect this place with his transcontinental line. The fight seemed to be over, the victory virtually won, and all that Seattle had to do was to look on while these great organizations carved out its destiny.

In September and October, 1881, Villard and his party paid their possessions an important visit. Villard was accompanied by men of considerable distinction from Germany, England and New York. Being a man of culture and refinement, he enjoyed surrounding himself with men of intelligence and thought. He had a boyish fondness for showing to his friends the resources and wonders of the utmost west. But, besides all this, he knew very well the effect upon public credit of the reports of men of recognized ability. Among those who accompanied him on this tour were Baron Hertzog, of Germany; Prof. Bryce, M. P. of England, and Junius Browne. Their route was by way of California, and in the last days of September Portland was reached. Here Villard stated in a public address that he had $60,000,000 with which to build the Northern Pacific road from Montana to tidewater on the Pacific, a distance of eight hundred miles, and that the road would certainly be completed by the autumn of 1883.

Coming over to the Sound early in October, he passed quietly through Seattle on the way to Victoria. On the return, October 7th, he was accorded an ovation, and there was given to his entire party a banquet at which the chief citizens of Seattle also sat. A graceful speech of welcome, made by Mayor Collins, was gracefully answered by Mr. Villard. Professor Bryce also spoke most agreeably. In the evening there was a reception at the opera house, and Villard gave a somewhat extended account of the purposes of his company. He affirmed that Seattle would not be neglected. A road to Portland would be built. Seattle would have rail connection to Oregon, and by the road thence to Walla Walla. By this route he believed that wheat could be profitably shipped at Seattle. As to the building of the branch across the Cascade mountains, he made no promise except that it would sometime be built.

This speech was, on the whole, regarded as exceedingly satisfactory to Seattle. His remarks at Olympia were substantially the same. He stated that the branch across the mountains would be built by whatever pass was found most practicable, regardless of what city it reached on the Sound. At Portland, on his return trip, he rebuked what he termed a spirit of narrowness—that Portland did not wish the road completed to California on the Oregon and California route, or from Portland to the Sound.

During his stay in Seattle Villard urged the people to prepare for shipping grain. As a consequence, Schwabacher & Co. prepared to build a flouring mill of a capacity of 500 barrels per day. The railroad asked right of way sixteen feet wide along the city front to their property at the chute, and in return promised to build tracks to the warehouses and docks that they were urged to build for shipping. Nine lots were also announced as bought by the company at $30,000.

The most important move, however, was in February, 1882, when a survey was begun for the extension of the coal road from Renton for twenty-seven miles up the Cedar river. Seattle coal was then worth $7.50 a ton in San Francisco, and the total amount sold there in 1881 reached 145,125 tons. Washington was at this time producing annually 1,921,522 bushels of wheat. The lumber cut of the Sound was about 250,000,000 feet.

The year following the first of September, 1882, was a period of great expectation and enterprise, as well as of actual growth, all over the Pacific Northwest. Villard added a few more companies to his combination, such as the Rocky Mountain railroad, of Montana, and the Pacific Coast Steamship company, and began putting new iron vessels on the coasting route and to run regular colliers from Seattle to San Francisco and Portland to extend the sales of his coal. On the main line of the Northern Pacific the work of construction was pushed with great energy, requiring an army of men. The road from Portland to Riparia, on the Snake river, a distance of two hundred and sixty miles, was brought to completion through one of the most expensive routes to work in the entire experience of railroad enterprise. Work on the branch from Portland to Kalama was begun and carried nearly to completion. On the branch to Seattle, from Tacoma, which was of most interest to Seattle, an army of men were at work the entire year, but the work was not quite finished by September. On the branch across the Cascade mountains work was definitely laid out, with the intention of bringing it to a finish within three years, the great tunnel necessitating this much time.

With this immense railroad activity there was a general business and agricultural activity, a vast increase in mining and milling, and rapidity in settlement of the country not known before. It was a time of remarkable hopefulness and good feeling also. Villard was pursuing the most broad policy, doing something for almost every place, giving no exclusive favors to any and slighting none. A general spirit of broad enterprise prevailed in consequence.

An enterprise inaugurated at this time was the Seattle, Walla Walla & Baker City railroad. It was organized before it was known that the Northern would build over the mountains, and its object was to keep the people of Seattle awake to the fact that it was their duty to provide themselves means of communication irrespective of what capitalists might do.

Other roads, besides those of the Villard combination which were building and might affect Seattle, were the Oregon Short Line and the lumber road of the Port Blakely mill from Skookum bay to the Chehalis river, making a route to Gray's Harbor. The Canadian Pacific was also under way, and a bill was introduced by Senator Grover, of Oregon, allowing it right of way through Washington. This was regarded as indicating that it wished a terminus on Puget Sound, presumptively at Seattle. It was generally believed that the Oregon Short Line would find its terminus on the Sound. In fact the railroad system which has not yet been fully worked out, was then taking visible form, and Washington, which had not before felt herself a part of the country in a commercial way, was electrified by the touch of real connection with the commercial centers.

The summer of 1883 was distinguished by the arrival of many people of note, from both far and near. General Sprague and John Muir, of the Northern Pacific, addressed Seattle as the Queen City of the Sound. Philip Ritz, of Walla Walla, made a friendly call, telling of the great activity in his city, and that as a railroad center it would maintain its supremacy and within a few years have a population of 50,000; greatly to the advantage of the Sound as well. Mr. Kincaid, editor of the *State Journal*, of Eugene, Oregon, visited the place and wrote a lengthy review of the situation, expressing the belief that Portland must not count too much on maintaining the trade of the Inland Empire; it would in large measure go to the Sound.

Men of distinction from the other side of the Rockies, were Senator Caldwell of Kansas and Robert E. Strahan of the Union Pacific, who visited Seattle together in November. They were met by a number of the prominent men of Seattle, and in conversation they spoke of the pleasure they derived from their visit and the impression made upon them by the waters of the Sound and of Elliott bay. They expressed the common expectation that here would be a great development. They gave it as their opinion that the Union Pacific system would be extended to Seattle as its final terminus. Their prediction is even now meeting with fulfillment.

Villard made a second trip to the scene of his enterprises, visiting Portland and Tacoma, in April, 1883. At Portland he laid down the not altogether pleasing doctrine that that place must be a railroad centre, like Indianapolis, for instance, not a railroad terminus. He promised a hotel to cost a million dollars, a two million dollar depot, and a bridge below the city. Portland was not altogether pleased and felt little pleasure in the Kalama branch, the Seattle branch, and the proposed Astoria branch. At Tacoma, Villard entered into a somewhat minute explanation of certain hinderances, arising chiefly from adverse legislation in Congress threatening the credit of the Northern Pacific and the delay of President Arthur in appointing commissioners to report upon and accept the work done. But the dangers and difficulties were now over, he said, and the road would be finished in August. He would come to the Sound in his private car from the eastern terminus. He spoke of a new hotel, depot, and wharves or elevators, and said that the Cascade branch would be built through

Stampede pass. He alluded to the great friendship for Tacoma of Charles B. Wright, president of the Tacoma Land company, and closed with a gratifying sentiment on his own part. In speaking of Seattle he expressed the opinion that it would ultimately rival San Francisco.

In the last of August, 1883, General W. T. Sherman passed through Seattle. He was met and welcomed by Stevens Post of the Grand Army of the Republic, and in his address alluded to the city and spoke of its future in the most confident terms. His words were remarkable and coming from such a man are worthy of preservation. After alluding to San Francisco as a place through which he had ridden thirty-six years before, when he could not find there a mess of oats for his mule, he said: "I have visited Puget Sound on several previous occasions and have always believed that on its shores a great commercial city would spring up to rival San Francisco. I have seen in the past, and I see no reason now, why that city should not be Seattle. I have looked the ground over thoroughly, hence am capable of judging. True, you have as rivals Victoria and Port Townsend on the north and Tacoma and Olympia on the south, but Seattle has a long start in the race, and in her citizens I see men who will take care that she keeps in the lead of all competitors."

The Northern Pacific was completed at the end of August, and the last spike was driven at Missoula, Montana, on September 8th.

The national, and even international, significance that Villard sought to give to this event is well remembered. The celebration of the ceremonies by the presence of distinguished men from Germany, England and the Eastern states was, on the whole, the most perfectly refined affair of the kind in the history of public achievements. It was in itself the embodiment of simplicity—all that Villard did was to bring with him a few score of plain, modest gentlemen. But it was a design upon which might be wrought any amount of elegant and even costly display. The event itself was most significant—no less than the fulfillment of the dream of four generations of American statesmen. Nothing was more fit to illustrate the steady march of American dominion across America. To the West and the Pacific Coast, which fondly believed that to be looked at was to be admired, nothing could be more gratifying than a visit from eminent men of two worlds and from nearly all the newspapers in the person of their representatives. It was certain that the regions to be visited would make every possible effort to receive their guests fittingly and to honor them with a display of their substance and products. The success of these receptions went beyond expectation. Every place along the road from St. Paul to Seattle surprised the visitors and itself. At Portland the affair was an admitted success, and it would have been hard to equal it in any place of less population. But in some features Seattle's reception was far more magnificent. Weather the very finest, soft, warm days without smoke and tempered by a few haze clouds as are common in our autumns, accompanied the excursionists the entire way.

After the entertainment at Portland—a great procession in the day time and speeches in the evening by Villard, M. C. George, of Portland, Lord Russell, John A. Kasson, William M. Evarts and Carl Schurz—the party was divided, a part coming to the Sound by rail, and a part making a voyage hither in the fine new steamship *Queen of the Pacific.* On the latter was Villard, with his family, and many of the distinguished guests.

To display something worthy of their visitors and of themselves, the people of Seattle made willing preparations. These fell into three general most appropriate lines—a greeting by the steamers of the harbor at the entrance of the bay, street decorations and a greeting at a pavilion on the university grounds, where there was to be a display of productions; the whole to be followed by a grand illumination in the evening.

The street decorations were unique and significant. The steamer was expected to land at the foot of Main street. At the intersection of this street with Commercial there were erected four arches, one facing each quarter so as to form a square. They were woven over with evergreens and interspersed with mountain ash with clusters of red berries. Chinese lanterns were hung appropriately to serve for the illumination. Along the route the buildings were also decorated. The Arlington hotel, on Commercial and Main streets, had as its distinctive design shields emblematical of the states. The Brunswick hotel was hung with penons and flags to such a degree as to resemble a fairy palace. On Commercial street, at Mill, now known as Yesler avenue, there was the grand arch across the entire street, thirty feet in height and bearing a mammoth eagle. The structure was covered with evergreens, holly and the gleaming red clusters of the mountain ash. Two platforms were erected at the sides, and a circle of gas jets were put in place to serve as luminaries at the proper time.

The business buildings were equally resplendent. Yesler's private residence was likewise decorated, and in the Yesler hall there was a grand exhibit of products. A striking feature was the complete emboscage of the streets at the edge of the sidewalks with small evergreen trees. Private residences in general were bedecked, and the craft in the bay, the docks and the coal bunkers were profusely ornamented with bunting.

At the university grounds there was erected a pavilion, for which four thousand yards of canvas were required. On an illuminated background representing a rising sun was the motto "Alki." The legend "Welcome to Henry Villard and His Guests" was in the place of honor, and the university building was festooned with evergreens. After all these preparations the people were met with partial disappointment, since Villard's time was limited and it was impossible for the visitors to remain in Seattle more than a few hours. Nevertheless the affair was memorable.

On the day anticipated the *Queen of the Pacific* was reported in the straits, to be due at Seattle at 4 p. m. The fleet of steamers accordingly made ready, and at three slowly moved down the bay awaiting their guest within the lee of West Point. The little steamer *Arrow*, having been detailed for the service of the newspaper reporters of the city, was privileged to be the first to meet the ship. When the *Queen* arrived off the point the fleet bore out from the cove where they had lain unseen, and falling into line behind the *Queen*, made two colums aft to left and right. The *Oliver Wolcott*, *Messenger*, *Lucy*, *Arrow* and *Lone Fisherman* were on one side, and the *Favorite*, *Edna*, *Lilly*, *Tillie*, and *Queen City* on the other, while the *Augusta* came last, directly behind the *Queen of the Pacific*. The *Emma Hayward* also came in from Tacoma with about one hundred of the visitors.

The landing was made at 4:30, and about an hour later all repaired to the pavilion on the university grounds. As this was a break in the programme no more than a thousand people were there, though at the landing and along the streets there were many thousands.

A speech of welcome was most appropriately delivered by the mayor, Hon. H. G. Struve, followed by an address by Dr. T. T. Minor, embodying the spirits and hopes of the people as raised by the occasion, and, of course, having flattering reference to the one to whom addressed. Villard responded in his usual style, saying how deeply he regretted that they were compelled by pressure of time to treat Seattle so shamefully. There were around them extensive and no doubt expensive preparations for a reception. "This is the third time I have visited your city," he said, "and every time I have been very much surprised at my enthusiastic reception. This last expression is beyond anything I anticipated. As I neared the city and saw the great crowds gathered on the wharf, I said, 'Can it be possible that these are the citizens and inhabitants of Seattle?' I told these, my guests, that they would see one of the most enterprising towns found on the North Pacific coast. They have had very little opportunity for seeing your city, but, from this demonstration and such as they have seen, they realize the truth of what I told them." After this he alluded jocosely to his promise that he would come by that time to Seattle in his own car, but the promise could not be kept. He disclaimed the fault and laid it upon Chief Engineer Thielsen, and delivered him over to be punished as Seattle thought fit. This hit was greatly enjoyed by the audience, and Theilsen, who was present, was called for but did not respond.

On the part of the students of the university Miss Nellie Powell, daughter of L. J. Powell, president of the university, read a very creditable address to Villard, alluding to a generous gift which he had made to the institution, and replete with graceful compliments. Villard requested the manuscript, and in his reply spoke of the value to himself of his old country education. Carl Schurz, standing near, remarked that, of all the tributes, this of the young lady was most to be valued. When called upon himself Schurz said that before this visit he had not known that there was such a place as Seattle. This was quite absurd, but half the citizens of America were no better informed. He wished that they might see what he had. He then gave some good advice as to forest preservation which should have been heeded better than it has been.

As a closing scene Villard introduced his wife, who is the daughter of William Loyd Garrison, and his daughter and two boys. He explained that his youngest boy was aboard the ship, being too young to appear. The party then returned to the vessel, and, though it was hoped that they might remain to see the illumination, the people soon saw the huge black craft swing out into the bay and steam out of the harbor.

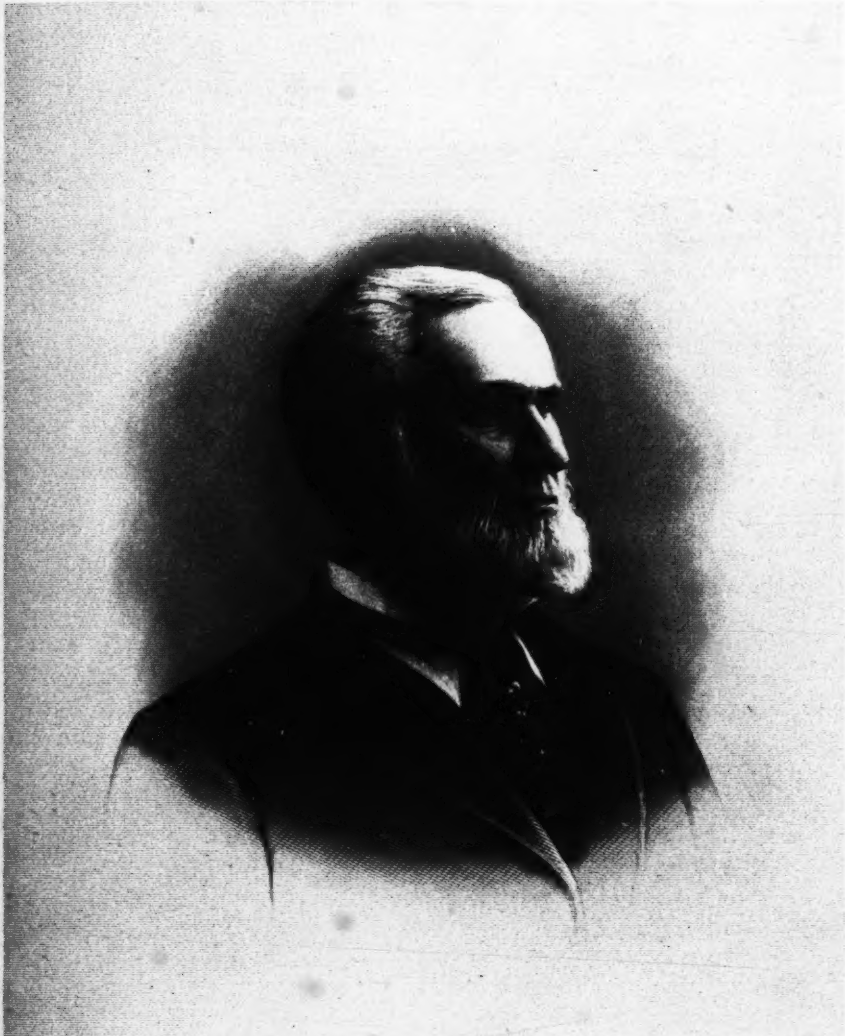
During the year thus jubilantly closed the city was estimated to have gained fifteen hundred people and to have neared the ten thousand mark. It had become measurably known in all the business centres, and had the promise of complete railroad connection.

THE STRUGGLE FOR EXISTENCE—FOURTH PERIOD.

Seattle had, however, to learn once more that her prosperity did not depend upon the favor of any one patron, even though that man represented a great railroad interest.

The Villard era proved to be but an episode in the contest, and in less than six months Seattle was waging war for existence just as before. There was no peace until it became evident that the city was able to stand by itself, and needed no outside champions. As viewed by the result, it would have been a misfortune to have had the favor of Villard determine the question of Seattle's municipal position. Such an outcome would have been no test of her inherent strength, and not only the rest of the world, but her own people, would have felt that their position depended upon the arbitrary decision of one who had the power to decide because he controlled outside capital. Left to fight it out by itself, Seattle proved that it was its own native force and advantage that made it the imperial place.

While Villard was still on the coast a feeling began to prevail that the credit of his system was considerably strained. A report of the Northern Pacific stated that the cost of construction had been largely



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in excess of the estimates, along the Clarke's Fork and in certain portions of the Rocky mountains reaching as high as fifty per cent above them. This was explained as due to certain unknown factors, such as the facilities of obtaining labor, and the geological formation of the sections crossed. In reality the work was performed in many cases in the most extravagant manner. To sustain his credit Villard was obliged to push the work to the point of wastefulness, sacrificing money to gain time and keep his sanguine promises. To make a good showing for the earning capacity of his roads he charged heavy freight on the construction materials passed over the completed sections. Such expedients were resorted to for the sake of the effect upon the financial public, but they introduced a spirit of reckless expenditure that opened the flood-gates.

The work of construction on the Cedar river road was carried energetically forward, however, 1400 Chinamen and sixty carts being sent thither about the middle of October.

To meet obligations a new issue of bonds was ordered, and the confidence and good fortune that had hitherto attended the Villard stocks were not lacking now. In San Francisco, on October 22d, Northern Pacific securities went up from 61 to 78½, closing at 75¾. This was called a Villard boom and $20,000,000 of second mortgage bonds were ordered sold. But suddenly a movement was made by Edsall, Hart & Co. and by Anderson & Fowler, to enjoin the company from such issuance on the ground that it was illegal and contrary to the charter, and impaired the other securities of the company. The similar issuance in 1873 by Jay Cooke, was by special permit of Congress, which, having once been acted upon, could not be repeated. To meet this suit the company held that it strengthened rather than weakened their first mortgage securities to secure means to pay off their current liabilities. But with such a menace it was impossible to dispose of their paper, and on December 17th Villard's resignation was announced. It was also reported that he was in failing health. W. H. Endicott of Boston was selected as his successor. The Villard stocks, however, still depreciated until the close of the year and for many months thereafter. The failure was so serious as to threaten a general financial panic such as had been precipitated ten years before by the failure of Cooke on the same road. Many were heavily involved, among the number being so shrewd a stock manipulator as D. O. Mills; while at Portland the depression, falling on the capitalists of the city who had invested heavily, produced a general paralysis which continued for more than a year.

At Seattle there was no such loss of property, since there had been little investment in the general securities of the company, the only considerable draft upon the place having been the promise of $150,000 upon the completion of the extension of the Renton road to Green river. Nevertheless the entire aspect of things was changed under the new management. Thomas F. Oakes became virtually president of the Northern Pacific, though vice-president in name, and it was not long before Seattle had convincing evidence that the influence of C. B. Wright, in the interest of the Tacoma Land company, would prevail in the new administration. Under the management of Chief Engineer Thielsen the work of construction on the Puyallup branch was pushed as rapidly as possible, but his straitened means were indicated by his announcement that there was not enough iron on hand to lay the track of both this and the Green river extension, with an appeal to the subscribers to the subsidy of the latter to allow the use of their iron and grant an extension of time. This sign of weakness near the close of the year (1883) was soon followed by a disturbance on the road among the men on account of tardy pay. The track was, however, practically laid before work was suspended, but there was no sign that the road would be operated. It lay dormant with moss beginning to grow upon its bridges and rust to cover its track. Everything was quiescent and uncertain during the winter, but after their recent strong reliance upon the railroad the people of Seattle were loath to believe that it had utterly failed them and waited for some certain sign of either one course or another.

Opportunity for discovering was not long delayed. The session of Congress could not pass without a bill being introduced to declare forfeited the unearned land grant of the Northern Pacific road. This meant the entire grant westward from Wallula Junction to the Pacific tidewaters with the exception of the lands along the line completed from Kalama to Tacoma, unless by special act the section from Portland to Kalama be included, and the coal road to Wilkeson be regarded as a section of the main line not to be included in the Kalama division. But, in any case, the grant from Wallula to Portland, and from Wallula across the Cascade mountains, and all north of Tacoma, would upon the passage of the forfeiture bill pass out of the hands of the Northern Pacific and be restored to settlement.

Restorations of this kind were becoming popular. The extravagance of past railroad legislation was beginning to be felt. A bill to forfeit the unearned lands of the Texas Pacific readily passed the house of representatives. Legislation to square accounts with the Union Pacific met with almost universal popular approval. The measure to dally no longer with the Northern Pacific was as strongly urged by the body of the people, but the vast lobby influence of the company and its financial connections, made the result doubtful. It was believed that the demand of Washington Territory would turn the scale. A demand almost unanimous for the continuance of the grant from the territory immediately concerned would be capital enough for the natural favoritism of Congress to base a renewal of privileges to the company. It could plausibly be said that it was only just to continue the prospect of railroad development to a people having depended upon it hitherto, and still desiring substantial governmental aid. On the other hand a decisive demand that the land be forfeited, by the people of the territory concerned, would, it appeared, so confirm the popular feeling of the nation that the forfeiture bill must pass.

The Northern Pacific was not slow to see the bearings of this and took prompt action to secure an expression of the cities of Washington to protest against forfeiture. As a matter of fact, the territory was divided in opinion. From Tacoma southward, the prevailing sentiment was for the road. Walla Walla was favorable. Both of these sections would be in the same position after forfeiture as before, the road being already built through or near them, and a road across the mountains would still benefit them at no further cost on their part. The entire Kittitas and Yakima country, however, were bitterly hostile to the grant. They believed that it was not necessary to insure the building of the road, and that it was used simply to serve speculative purposes, and was keeping back from settlement the hills and valleys of their region. Seattle and the lower Sound were left to turn the scale.

With the purpose of securing the support of Seattle in this emergency—work on the Green river extension having been suspended on March 11th—an emissary was sent from the office of the Northern Pacific to the Chamber of Commerce of Seattle, explaining the embarrassment into which the company would be thrown by the passage of the forfeiture bill, and declaring that, in case it were not passed, Seattle's roads would be finished and put in operation. Upon this representation a resolution was hastily passed, protesting in vigorous terms against the forfeiture. This was the last lingering spark of confidence in the Northern Pacific, which had glowed more or less ever since the days of Stevens and McClellan and now blazed up momentarily only to expire. With this resolution, and others similar, the railroad company proceeded to work the territory with varying success, their agent being burned in effigy at Yakima. Nevertheless they had a good showing with which to go before Congress.

The action of the Seattle Chamber of Commerce was, however, immediately questioned by the people of the place, and a searching examination was made to see what was the policy intended. The *Post-Intelligencer* was in the van of the conflict and did not fail to give its readers full data. Upon examination it was found that the Northern Pacific could have no interest in making Seattle its terminus and must have every interest in making it subsidiary to Tacoma. Mineral and timber lands worth from twenty to thirty million dollars would be withdrawn from settlement in King county, for the company sold no lands without reserving to itself the right to all minerals and a right of way four hundred feet wide across any lands where it might wish to build, thus making its deeds all but worthless. In addition, if the coal roads were allowed a land subsidy, the claims would overlap, taking in all that was left from the main line. This would mean the ownership of the county by the railroad, and its use and enjoyment in the interest of the Tacoma Land company. To put themselves in the hands of this monopoly upon nothing more than the secret and general representations of an agent, was seen to be most dangerous. Something more than a mere revocation of the action of the Chamber of

Commerce was demanded, and a public meeting to consider the situation was called by the mayor, H. G. Struve. In popular convention or convocation, as in the old Grecian cities, Seattle has done all its greatest deeds.

This was near the end of March, 1884. The meeting was held in Yesler's Hall, which was full to overflowing. After the object had been stated, a committee was appointed to draft resolutions to embody the sense of the meeting. On this were appointed the following gentlemen, unquestionable leaders of the public sentiment of the city: R. Osborn, D. T. Denny, H. L. Yesler, G. G. Lyon and George Kinnear. While they were busy on their work the enthusiastic audience was addressed by Judge Orange Jacobs, who, as a member of the Chamber of Commerce, stated that the action of that body was now regarded as hasty, and that it had been obtained upon representations of the railroad company now regarded as unreliable.

The resolutions of the committee were presented in a document of some length and of great power. It was a declaration of the shortcomings and oppressions of the road. It declared that for twenty years the company had dallied, not yet having completed the road to Puget Sound as provided in the charter of 1864; that by the aid of the department of the interior they had put the lands of the territory largely out of the enjoyment of settlers, retarding the development of the territory; that lands worth $7,000,000 were claimed on account of a coal road, not a part of the main line, but within the grant of the Kalama division; that the company sold only with reservations as to rights of way and reservations of minerals which made their deeds of no commercial value; that the Northern Pacific had entered into agreements with other transcontinental lines to keep up railroad rates above the normal, and had itself adopted a system of tariffs partial and discriminating, and that the resolutions of the Chamber of Commerce did not represent the mature judgment of the people of Seattle. They therefore demanded the forfeiture of the unearned land grant of the Northern Pacific company and its restoration to public entry.

After the unanimous adoption of these resolutions the audience was further addressed by Wm. H. White, Dr. T. T. Minor, J. J. McGilvra and Judge J. R. Lewis. Mr. James McNaught, as the attorney of the railroad company, made such a showing for it as he deemed fitting at the time, but did not aim to change materially the sentiment of the meeting. A committee consisting of J. R. Lewis, H. L. Yesler and George Kinnear was appointed to forward the resolutions to Washington City. Two more mass-meetings were held and it was decided that the city should send a delegate of its own to Washington to bear the documents and to use every exertion to bring the true state of affairs before Congress. For this mission W. H. White was appointed, and a sufficient amount to defray his expenses was readily subscribed.

It will be noted that by this time the whole controversy had been carried into politics. To go into the details of public measures of such recent occurrence will hardly be in place here. It may be stated in a general way, however, that the bill prepared by Delegate Brents to forfeit the land grant of the Wallula division, but to continue that on the Cascade branch, under certain conditions as to construction and the sale of lands, did not meet the approval of the people of Seattle. Seeing that the fight must be fought to a finish, and that it was in the political field, Seattle carried the question to the next Republican territorial convention. The convention, however, refused to adopt such a declaration of principles as the situation seemed to demand and failed to indorse the forfeiture movement. It nominated for delegate to Congress J. M. Armstrong, of Spokane Falls, and it was evident from the beginning of the campaign that the railroad company was earnestly enlisted in his behalf and was using influence and money to secure his election. Under the circumstances the people of King county felt justified in ignoring party lines and opposing Armstrong's election. Under the lead of the *Post-Intelligencer*, the most prominent Republican paper in the territory, they gave their support to the Democratic nominee and secured for him a majority in the county of 2146 out of a total vote of less than six thousand. The other candidates on the Republican ticket, with one exception, carried the county by large majorities. The majority against him in King county defeated Armstrong and elected as delegate a man pledged to urge the forfeiture of the land grant.

This was the culminating point of the struggle. Seattle and the railroad company were avowedly hostile. The company, apparently through pure malice, refused to operate the road between Seattle and Tacoma, and for more than a year the rails were permitted to rust and the ties to rot, while on the entire road not a wheel was turned. This spiteful refusal to operate a road whose operation would unquestionably have been profitable, is probably without a parallel in the history of railroading.

This treatment did not seem to strengthen the regard in which the railroad company was held by the people of Seattle. On the contrary, the breach widened day by day. The farmers along the line of the "orphan road," as the line between Seattle and Tacoma was now popularly termed, held public meetings and threatened to tear up the rails and reclaim the land given for right of way. Under this threat, and that of legislative action to remedy the evil, the company made a pretense of operating the road. A locomotive with one car was run from Tacoma to Seattle and returned each day, the locomotive backing the entire distance on the return trip. No through freight was handled and nothing was done for the comfort or convenience of passengers.

It was not until the Canadian Pacific was completed that any appreciable change was made in the treatment accorded Seattle. A steamer was put on the route between Seattle and Vancouver, the terminus of the Canadian Pacific, and the latter company made a strong effort to secure Seattle's trade. The people of Seattle welcomed this competition with delight. It became popular to patronize the Canadian Pacific, and many of the heaviest shippers agreed to have their goods shipped from the East by that line. This soon produced an effect. The Northern Pacific became less cavalier in its treatment of Seattle. The "orphan road" was operated more and more as a railroad should be operated, and finally Seattle was accorded the treatment to which its importance, its position and its energy entitled it. The Northern Pacific, however, made no concession willingly. The advantages that Seattle gained step by step were gained through the efforts of its own people. Before Seattle was accorded full recognition by the Northern Pacific, however, the Seattle, Lake Shore and Eastern railroad was built, as will hereafter appear. The Great Northern and the Union Pacific are now being built to Seattle, so that after so many years of doubt and discouragement the plucky city finds itself a terminus in fact, not of one, but of several great railroads.

After the Villard failure and while the struggle was in progress, Seattle saw dark days. The so-called floating population left the city and only the regular residents remained. Money was so scarce that nobody hoped to collect debts when they became due. Real estate was worthless as security. Failures in business were frequent and only the strongest firms survived. It was a time, too, of remarkable popular agitation. The people were restless. They had time to think and to exchange ideas, and they were apparently willing to try any novel experiment in government. One agitation after another convulsed the community. Each was forgotten as the next appeared. The culmination of all was the anti-Chinese agitation and riot, to which another chapter is devoted.

This depression and unrest, however, left no permanent impression. Seattle weathered the storm grandly. Values were not impaired, and business was not diverted from its natural channels. The city emerged almost at once from this dark period into an era of unexampled growth and progress. Prosperity was upon the people and they knew it not.

CHAPTER VI.

THE LYNCHING OF HOWARD, SULLIVAN AND PAYNE.

Conditions which made Lynching Possible—The City Infested with Criminals—The Killing of Reynolds—Formation of a Vigilance Committee—Capture of the Assassins—Assault on the Jail—Examination of Sullivan and Howard—Their Execution by Citizens in Occidental Square—Lynching of Payne—Scenes and Incidents Connected with the Unlawful Proceedings.

THE conditions existing in Seattle which led to the unfortunate occurrence of January 17, 1882, when three men accused of murder were torn from the officers of the law and hung in a public square with the concurrence, if not with the direct assistance, of most of the leading citizens, were peculiar. The crime of which two of these men were unquestionably guilty, had been preceded by a series of crimes which had gone unpunished. Repeatedly had inoffensive citizens been stopped on the public thoroughfares and threatened with death if they did not submit to robbery. Robbery had, indeed, become so common that public patience was utterly exhausted, and the whole town was in a ferment of insecurity and rage. The police and other legal guardians of the lives and property of the people seemed totally inadequate to cope with the desperate criminals who infested the community. However unjustly, also, the conviction had also become general that the courts had hitherto been too lenient with evil doers, and that crime had become bold in the face of lax justice and could be put down by no common method. At the same time there existed a national feeling of irritation against assassins, and particularly against Guiteau, the murderer of President Garfield, whose trial was then progressing in Washington City. The incidents of that trial, as is well remembered, excited the indignation of the people throughout the union. They furnished the pretexts for severe comment. In the public press constantly appeared wild and uncalled for denunciations of courts in general, their officers and jurors, their procedure and methods. The history and example of the vigilance committee of San Francisco were also very familiar to the people of Seattle. Their deeds, excusable perhaps under the peculiar circumstances of their commission, had, as the mist of time gathered around them, assumed in the minds of many heroic proportions, and were indiscriminatingly regarded as furnishing a pattern and excuse for every popular expression of fierce resentment.

All of these circumstances and conditions had their influence in creating an unhealthy public sentiment. They engendered a spirit calculated to incline the more excitable in the community to resort, under adequate provocation, to violent measures for the correction of imaginary defects of the law. The crime which was the direct cause of the lynching occurred January 17th, 1882. About six o'clock in the evening of that day, as George B. Reynolds, a well known and popular citizen, was returning from his home to his place of business, he was met near the corner of Third and Marion streets by two men, one of whom. with a pistol in his hand, ordered him to throw up his hands. This Reynolds refused to do. Realizing his danger, he attempted to draw his revolver. His assailant, perceiving his intention, at once fired, the ball taking effect in Reynolds' breast. As the wounded man fell he fired at the assassins, but his aim was not accurate and both of them escaped in the darkness. As Reynolds sank to the ground he called for help, and several persons who had heard his cry as well as the reports of the pistols, were soon on the scene. The sufferer was carried to his home, where, two hours later, after enduring the most intense agony, he died.

The news of the shooting spread rapidly, and as particulars of the terrible deed became known the popular indignation took instant shape for summary action. The ringing of the fire bell early in the evening caused two hundred enraged and resolute citizens to congregate at the engine house. A vigilance committee was formed and squads of men were selected to patrol the streets, watch every means of egress and ingress to the city, and, if possible, to detect the authors of the crime. About ten o'clock, four hours after the shooting, members of the vigilance committee found two men secreted under some hay which was stored on Harrington & Smith's wharf. One of these, a one-armed man, had a revolver on his person with four loaded and one empty cartridge, the latter plainly showing that it had been but recently fired. The other had in his pocket about a hundred cartridges which fitted

O. Jacobs

his comrade's pistol. The committee delivered the prisoners to a police officer, by whom they were taken to the county jail. Later in the evening, as the excitement became more intense and the opinion became general that the guilty parties had been caught, some two hundred members of the vigilance committee visited the jail where the prisoners were confined in the sheriff's office, guarded by Sheriff L. V. Wyckoff, Van Wyckoff, his son, J. H. McGraw, then chief of police, and James H. Woolery, a member of the police force. The hall leading to the sheriff's office was soon filled with angry and excited men bent on vengeance. To forcibly break down the door which separated the prisoners from them was but the work of a moment, and then the surging crowd, almost within reach of the quivering and frightened wretches, demanded that they be surrendered. There was now no barrier between the wild and furious throng of enraged men, save the sheriff and his little party. With drawn pistol the sheriff entreated the men to desist from violence, but announced his determination to protect, at all hazards, the men entrusted to his charge. It was a memorable scene. Before the determined stand of one man the crowd hesitated and finally, upon a solemn promise being given by the sheriff that the prisoners would be produced in court at nine o'clock the next morning, the attacking party retired, taking with them the prisoners' shoes in order to compare them with tracks in the vicinity in which the murder was committed.

Early the next morning the streets of the city were thronged with anxious people waiting for the hour to arrive when the prisoners were to be brought before the magistrate for examination. The citizens' committee had been industriously collecting evidence against the accused, and it was believed that proof existed to demonstrate beyond any reasonable doubt that they were guilty of the murder of Reynolds. At about half past nine Justice S. F. Coombs opened court in Yesler's hall, and a few minutes later the officers appeared with the prisoners. By this time the hall was crowded and when the proceedings commenced every foot of standing room was occupied. The stage was occupied by the justice, the prisoners and several prominent attorneys. It was a strangely quiet meeting, and there was nothing in the appearance or manner of the dense crowd there assembled to indicate the stern and swift justice soon to be meted out to the men at the bar.

The examination commenced in a quiet and orderly manner. The prisoners, who gave their names as James Sullivan and William Howard, had no counsel and one was appointed by the court to protect their interest, while W. H. White and Orange Jacobs appeared for the territory. A number of witnesses were produced to prove the cause of Reynolds' death. Others identified the prisoners as having been seen on the streets a short time previous to the shooting and testified that their shoes fitted exactly in the tracks made in an alley through which they ran after committing the deed. Testimony was also adduced showing that the pistol found in possession of one of the prisoners had been recently fired, and that the ball found in the body of Reynolds was of the same calibre and made at the same factory as the four remaining charges in the pistol. In fact, the chain of circumstantial evidence was so strong and complete against the prisoners that no doubt of their guilt was left in the minds of those assembled at the hearing. After the examination was closed on the part of the territory, the prisoners' attorney, after consulting with his clients, said that no counter testimony would be offered. Thereupon Justice Coombs arose and said: "I am convinced that the evidence is sufficient to hold these men without bail for their appearance to await the action of the grand jury, and they are now turned over to the officers and remanded back to jail."

As soon as the justice had ceased speaking, indeed, almost before the sound of his voice had died away, a wild and deafening shout arose. The crowd rushed forward and as many as were able to get within reach grasped the prisoners. At the same instant the officers were seized and overpowered. It was a scene of wild and intense excitement. Resistance was useless. The vast throng was moved by a relentless purpose, mad and furious passion seemed to take possession of all. The prisoners were hurried through the alley back of the hall to Occidental square where two scantlings had been placed between the forks of two trees near Mr. Yesler's residence.* One of the prisoners made some resistance while in the alley but he was quickly thrown to the ground and overpowered. In another instant both men were beneath the bar. A rope previously prepared, was fastened about the neck of each and the other end was thrown over the timber and grasped by many hands, and within one minute from the time that Justice Coombs remanded the prisoners to the custody of the officers they were dangling in the air in the presence of two thousand citizens. It was an awful spectacle and one never to be forgotten by those who witnessed it. It was the work of an unlawful combination of citizens enraged at a horrible crime, usurping the powers of the court and meting out merciless, implacable justice. Yet the act was done with the open approval, if not the co-operation, of almost the entire community. Chief Justice Greene alone was conspicuous through his efforts—vain though they were—to defeat the purpose of his fellow citizens. With his own hands he attempted to cut the wretched men down while they were yet alive, and he desisted only when forcibly seized and carried away from the scene. Judge Thomas Burke also did all within his power to restrain the infuriated people, but it was a useless task. The officers of the law, it should in justice be stated, were overpowered by physical force and held until too late to prevent, even had it been possible, the unlawful proceedings of the people. The work was quickly done. Neither of the men whose miserable existence was ended upon that day was heard to utter a word after they were seized in the court room. If anything was said it was drowned in the terrible roar of indignation that urged on their punishment.

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* The trees were on the north side of James street in front of where the Pioneer building now stands. The scantlings, grim reminders of the tragedy, remained in their positions, a constant menace to evil-doers, until the spring of 1889, when they were surreptitiously removed by unknown persons.

Fifteen or twenty minutes after Howard and Sullivan had been hanged, some one in the crowd suggested that Benjamin Payne, who at that time was confined in jail charged with the murder of Police Officer David Sires, should suffer the same penalty. The crowd was quick to respond to the suggestion. The fire bell again rang out, calling the committee together. The ominous tapping of the bell, three times three, carried to the ears of Payne his doom. It was the rallying signal for five hundred men to proceed to the jail. The tall fencing on the south side of the building was torn down and admission to the jail yard was gained. The heavy outside wooden doors were chopped down and the two iron doors which led to the cell where the doomed man was secreted were battered to pieces with sledges. The trembling wretch was then seized and, with an escort of citizens on either side and several hundred in front and behind, he was marched down to the gallows where Sullivan and Howard were still hanging. For a moment his eyes rested on the ghastly spectacle of two corpses with blackened faces and protruding tongues, suspended from the scantling. As he looked on the dreadful sight he realized that in another moment he, too, would die. But he did not quail. Not a tremor of his pallid face betrayed the thoughts which surged through his mind. While the rope was being adjusted about his neck he was asked to make a confession of the killing of Sires, but he protested his innocence, crying out: "You hang me, and you will hang an innocent man." If he said anything further it could not be heard, for several hundred voices drowned all else, and before the uproar subsided the body of Payne took its place between those of the murderers of Reynolds. The latter were hung at one o'clock and Payne one-half hour later. At two o'clock the bodies were lowered to the ground. They were taken to the county undertaker's and buried the same evening.

Thus ended what is now generally considered a deplorable chapter in Seattle's history. At the time, it was defended as an act warranted by particularly aggravating circumstances, and the public press, with but few exceptions, and the citizens of the coast generally approved the act. But when the reaction came and the deed could be calmly and dispassionately reviewed, many of those who took part in the lynching were willing to admit that a grave error had been committed. Those who were leading participants in this instance of usurpation of the law, would now be among the first to oppose, at any sacrifice, a similar attempt. Seattle is now beyond the period when the administration of frontier justice could be defended on any score of necessity. Indeed, in no portion of the Union will be found a more law-abiding community than exists in Seattle today.

CHAPTER VII.

THE ANTI-CHINESE AGITATION.

Causes which Produced the Agitation—State of Public Feeling Toward the Chinese—Murder of Chinese Laborers at Rock Springs—The Squak Massacre—Meeting of the Anti-Chinese Congress at Seattle—Expulsion of the Chinese from Tacoma and other Sound Points—Mass-Meeting at Frye's Opera House—President Cleveland's Proclamation—Arrival of United States Troops—The Conspiracy Trial—Efforts to Forcibly Drive the Chinese from Seattle—How the Plans of the Agitators were Opposed—Action of the Home Guards and Local Military Companies—Governor Squire's Proclamation—The Chinese Driven from their Homes to the Ocean Dock and Placed on the Steamer *Queen of the Pacific*—Arrest of Several Agitators—Chinamen taken from the Steamer by Order of Chief Justice Greene—Their Examination in Court—Departure of the Steamer with many Chinamen—Attempt to Escort those who Remained back to their Homes—The Home Guards Attacked by the Mob—Scenes and Incidents which Followed—Killing of Stewart--Martial Law Declared—The City Under Military Rule—Services Rendered by the Home Guards and Local Military Companies—President Cleveland's Proclamation—Second Coming of United States Troops—The Home Guards Defended--How Law and Order was Maintained by the Citizen Soldiery—Trial of Conspirators—Martial Law Revoked—The City Turned over to the Civil Authorities—Review of the Anti-Chinese Agitation in Seattle.

THE anti-Chinese agitation which swept over Western Washington in the latter part of 1885 and the early months of 1886, owed its existence to no one cause. It was prompted by race antagonism, by irritation at the poor enforcement of the exclusion act and by the distress attendant upon a prolonged business depression. During the period in which the disturbances resulting from this agitation took place, the eastern states were convulsed with labor troubles. In the city of New York a strike of the employes of a number of street railroad companies was made the occasion for the gathering of a great mob, which for a time threatened a repetition of the scenes which marked the draft riots. In Chicago there were prolonged and bitter contests between laborers and their employers, and a systematic agitation resulted in the anarchist uprising in Haymarket square. In other parts of the country there were disorders less serious only because they involved smaller numbers of men. Throughout the country there was unrest and dissatisfaction.

The agitation on Puget Sound was but a part of the labor agitation which was felt from the Atlantic to the Pacific. It was not strange that on the North Pacific Coast this disturbance should take the form of an agitation against Chinese labor. Dissatisfaction is usually expressed by a protest against an open and visible evil, real or supposed. Chinese labor seemed to the unthinking to be the prime cause of the business depression which had existed in the Northwest since the Villard collapse of 1883, and when the Eastern labor troubles spread to this portion of the country they very naturally took the form of a popular attack upon the Chinese and Chinese labor.

In the minds of many was firmly fixed the idea that the Chinamen, who had introduced themselves at every point where labor was needed or wages were to be earned, were largely the cause of the evils resulting from the business depression. Race prejudice became intensified and in certain localities, where Chinese labor came prominently in competition with white labor, it was developed into bitter hate of the Mongolian, his ways, his methods, his means of subsistence, his mode of life. Indeed, upon the whole Pacific Coast the sentiment had grown to be very general that Chinese laborers should be excluded from the country. After Congress had passed a restriction act, little was done to make its provisions effective. The meagre appropriations to secure the enforcement of the law made it a dead letter and a mere farce, so far at least as Washington Territory was concerned. Along the northern borders of the territory the entrance of Chinamen was practically unhindered. A systematic business was conducted in smuggling them in, which the insufficient force of custom house officials was unable to suppress. During the construction of the Canadian Pacific railroad large numbers of Chinamen had been at work in British Columbia. On the completion of that work they were discharged and crossed into Washington territory, congregating principally at Seattle, Tacoma and Olympia. Their presence swelled the number of Chinese laborers at these points and furnished to anti-Chinese orators additional arguments to excite the laboring element of the population.

The territorial census of 1885 exhibited the presence of 3,276 Chinese, most of whom resided in the principal cities on the Sound.

They had found employment as servants and as laborers in mines, in construction of railroads and upon public works. The clannishness of the race, their refusal to abandon the peculiarities of nationality, their utter inability to assimilate with the American or to contribute anything to the support of the institutions of this country, were all at variance with American ideas. These obnoxious features of Chinese immigration largely contributed to arouse the feeling which insisted that the country should be settled by free American laborers, and which protested against the laboring class being brought into competition with Chinese cheap labor.

This feeling, intensified by the prolonged business depression, was on the point of expression in some outward manifestation when the entire country was startled by the brutal massacre of Chinese laborers which occurred at Rock Springs, Wyoming, in the summer of 1885. This event, although the place of its occurrence was far distant, was the real beginning of the lawless phase of the anti-Chinese agitation on Puget Sound. It created a profound impression and stirred to the utmost the passions of those who were prepared to oppose the employment of Chinese, even though that opposition led to defiance of law and violation of the principles of humanity.

The Rock Springs massacre was not long without imitation. In the Squak valley, twenty miles from Seattle, occurred an attack upon Chinese laborers even more brutal and cowardly than that at Rock Springs. At the latter place the Chinamen were, at least, attacked when they were awake, but at Squak the mob claimed its victims as they slept. A party of Chinamen had been taken into the valley for the purpose of picking hops. They were attacked in their tents at midnight, September 5th, 1885, by a party of white men and Indians. Three of the Chinamen were killed as they slept. The others escaped by plunging into a stream near which their camp was pitched and hiding in the brush until they could make their way to places of safety. A number of those who were alleged to have participated in this brutal murder were arrested and brought to trial, but it was found impossible to convict them.

This affair, horrible as it was, imparted new strength to the agitation. Public meetings were held in almost every town and village in the Puget Sound basin. Violent and incendiary speeches were made, denunciatory resolutions were passed expressing the determination to rid the country of the presence of Chinamen, peaceably if possible, but by forcible means if necessary. These meetings were public. The actors engaged were in many instances prominent citizens holding offices and public trusts. They made no disguise of their sentiments or their purposes. While Congress had passed an act prohibiting the coming of Chinamen these agitators went further and said, "The Chinamen must go!"

During the months of September and October, 1885, the agitation continued with increasing violence. Torchlight processions, with banners inscribed with anti-Chinese sentiments ministered to the excitement. Denunciation of coolie labor was the staple theme. On the 25th of September an "anti-Chinese congress" with delegates from many places in the territory, was held at Seattle. This body issued an edict that the Chinese must leave Western Washington before November 1st. On the 3rd of October a mass-meeting at Tacoma indorsed the action of the Seattle anti-Chinese congress, and a committee of fifteen was appointed to effect the expulsion of the Chinese from that city. Notice was served upon the Chinese warning them to leave Tacoma within thirty days. As this time drew to a close, the sheriff of Pierce county swore in some two hundred and fifty deputies and advised the Governor that peace could be preserved by the civil authorities of the county. But the large majority of the citizens of Tacoma were indifferent to, if not in active sympathy with, the movement against the Chinese. Some of the leading officials of the city were indeed foremost in propagating sentiment against the presence of the Chinese. On the morning of November 3rd, several hundred citizens assembled, moved to the Chinese quarters and began the forcible removal of the Chinese. The Chinamen made no resistance, nor did the sheriff or any of the city officials make any attempt to protect them. The goods and provisions of the Chinamen were packed in wagons, and, together with the Chinamen, they were taken to Lake View, a railroad station of the Northern Pacific, eight miles distant, where they remained over night and where one Chinaman, who was sick at the time, died of exposure. The next morning they were put on the freight and passenger trains for Portland. Their expulsion from Tacoma was complete, and from that time to the present no Chinaman has lived in that city. On the following day the Chinese quarters in Old Tacoma were burned, and two days later the Chinese stores and residences built on ground leased from the Northern Pacific railroad company, were also destroyed by fire.

No immediate steps were taken to punish those who had assisted in the forcible expulsion of the Chinese from Tacoma. This had the effect of intensifying the efforts of the lawless and turbulent elements in other parts of Washington Territory. The agitators, seeing that crimes against the Chinese not only were followed by no punishment, but seemingly were sustained by public approval, came to the conclusion that the best way to end the Chinese question was to drive out the hated race regardless of treaty obligations and the law of the land. During the last week of October and the first week of November the Chinamen were forcibly expelled from almost every one of the smaller towns in Pierce, King, Kitsap, Snohomish, Skagit and Whatcom counties.

On November 4th, Governor Squire issued a proclamation warning all to refrain from participating in acts of violence, and calling upon the citizens to assist in maintaining law and order. The night following the appearance of this proclamation a mass-meeting was held in Seattle which was largely attended, both by those who had been prominent in agitating the forcible removal of the Chinamen and those who, while they were opposed to Chinese labor, believed that the Chinamen should be dealt with only in a peaceable and lawful manner. In fact the opinion was unanimous among the citizens of Seattle that the Chinese were not desirable residents and that their presence was a curse to the country. But, with many, reverence for the law proved more strong than the promptings of self interest and repugnance to a detested people. At this meeting speeches were made by representatives of the Knights of Labor and by Capt. J. C. Haines, Judge Thomas Burke, Judge J. R. Lewis and others.

Though this meeting had been called in the interest of harmony and reconciliation, it did not have the desired effect. The discussion between able speakers representing ideas diametrically opposed excited and irritated the audience, already wrought up to the highest pitch of feeling. The following day the situation was more threatening than ever before. On Saturday, November 7th, the feeling was still more intense. An anti-Chinese meeting had been called for the evening and there were grave apprehensions of trouble. All that day the revenue cutter *Oliver Wolcott* lay off Yesler's wharf with her port-holes open and her guns pointing toward the center of the city. Sheriff John H. McGraw assembled at the court house several hundred citizens who had previously been sworn in as deputy sheriffs. The two companies of territorial militia stationed at Seattle, commanded by Captain Joseph Green and Captain John C. Haines, were held at their armory in readiness for any emergency. The national authorities had been watching events closely, and on the afternoon of this day the situation was looked upon as so grave that President Cleveland issued a proclamation in which he said: "An emergency has arisen and a case is now presented which justifies and requires, under the constitution and laws of the United States, the employment of military force to suppress domestic violence and enforce the faithful execution of the laws of the United States." Ten companies of United States troops, under Lieutenant-Colonel I. D. DeRussy, U. S. Army, were dispatched from Vancouver barracks to Seattle. They arrived early in the morning of Sunday, November 8th, and took up quarters at the Pacific House, a vacant building on Main street, and at the Standard Theatre on South Second street. General John Gibbon, commander of the department of the Columbia, arrived in the evening. The presence of the troops had a most salutary effect upon the anti-Chinese agitators. For a time the disturbance subsided, and on November 10th the *Post-Intelligencer* said: "Seattle has been as quiet during the past few days as it is possible for a city to be, occupied by a military force. The best of nature has been displayed by everybody, and the novelty of the new order of things has been generally enjoyed."

During November fifteen persons were indicted at Seattle for conspiracy to deprive the Chinese of the equal protection of the laws, under the so-called Kuklux act. The trial lasted until January 16, 1886, when they were all acquitted. All testified in their own defense and avowed that no act of violence, breach of the peace or unlawful act would be committed or countenanced. This acquittal, based on these protestations, went far to allay excitement. The regular troops were withdrawn and the conviction became general that the troublesome question would be settled by peaceable means. The community was singularly unanimous in its desire to see the Chinamen go, and, so long as the agitation was carried on by lawful means and with lawful ends in view, there were few citizens who were not heartily in sympathy with it. Previous to this time the pressure which had been brought to bear upon the Chinamen had forced them out of almost every occupation in which they came into competition with white labor. Public sentiment against them had become so strong that they were no longer employed in any mills, mines or factories in King county, and their use as general laborers had been almost entirely dispensed with. Without violation of law all but a small fraction of the Chinamen had been forced out of employment in Seattle, and the question was being settled by rational means. So far, the movement had the support of sober minded and patriotic men. But the more reckless leaders of the anti-Chinese movement were not content with these measures of peaceful coercion which would have ultimately relieved the city of its Mongolian population without resort to means contrary to treaty obligations or of law. The revolutionary methods finally adopted by them changed the whole aspect of the question and made the movement one in open violation of law, leaving no alternative for the law-abiding citizen but to array himself on the side of law and order.

It was thought by many, when the United States troops were withdrawn from the city, that the agitation was dead, and as the weeks went by without the commission of any overt act, this opinion was strengthened. As events show, however, the feeling was not dormant. The agitators were quietly laying plans and awaited only a convenient opportunity to carry them into execution. Their purpose to drive the Chinamen out of the city illegally and by the use of violence, if necessary, was soon made manifest. On the evening of Saturday, February 6th, an anti-Chinese mass-meeting was held at the Bijou Theatre. Ostensibly the meeting was one for peaceable discussion, but really the time was principally consumed in passing resolutions indorsing the action of Tacoma citizens in dealing with the Chinese question, and holding up as a precedent for such action the lynching of January 18th, 1882. A committee of fifteen was appointed for the ostensible purpose of visiting Chinatown and ascertaining whether the city sanitary regulations were properly observed by the Chinamen. This object, however, was merely a pretext for organizing and making a systematic and unexpected raid upon the Chinese population and driving them from the city. The committee commenced its work at seven o'clock Sunday morning. Headed by the acting chief of police, and accompanied by an enormous crowd, which had apparently come together by previous understanding, it proceeded to Chinatown. The mode of procedure was simple. The committee would approach a China-house and knock at the door. When the occupants appeared they were asked questions concerning the cubic air and other city ordinances. While the conversation was in progress the crowd would enter the house and begin packing the contents upon wagons. It was useless for the Chinamen to resist and they generally acquiesced with as good grace as possible. When their movable goods were loaded in the wagons, the Chinamen were placed on board and driven to the ocean dock, where the steamer *Queen of the Pacific* was lying ready to sail for San Francisco. This proceeding continued for some time before the law-abiding citizens and officers were apprised. Not the slightest warning of this movement had been given, and the authorities were totally unprepared for it. The police force generally sided with the crowd and made no effort to stop the work of removal. Sheriff J. H. McGraw was among the first to arrive on the scene and to make an effort to stop the unlawful proceedings. He commanded the mob to disperse, but no attention was paid to him. Finally he collected a few citizens, and, when they interfered, the crowd would cease operations at that point, but would carry it on without cessation in other quarters. This continued for several hours, Sheriff McGraw, Judge Greene, Mayor Yesler, United States Attorney W. H. White and other citizens making what efforts they could in behalf of law, but without avail. In the meantime the fire bells had been rung as a signal for the rallying of the citizens

and calling out the deputy sheriffs, or, as they were popularly called, the Home Guards.

At about ten o'clock Governor Squire, who was in the city, issued the following proclamation:

> "*To the people of Washington Territory:*
>
> "WHEREAS, It is represented to me by the mayor of the city of Seattle as follows:
>
> 'HON. WATSON C. SQUIRE: *Sir*—The Chinese residents of the city of Seattle are being unlawfully removed from the city by a mob unlawfully gathered together. The authority of the city is not sufficient to keep the peace or preserve order. I appeal to you for aid and assistance. HENRY L. YESLER, Mayor.'
>
> "Now, therefore, I, Watson C. Squire, governor of Washington Territory, do hereby publish this, my proclamation, warning all persons to desist from breach of the peace, and that peacefully disposed persons shall retire to their homes, except such persons as are disposed to assist the sheriff and the duly constituted civil authorities in maintaining law and order. And I request all persons who are disposed to assist in maintaining order to enroll themselver under the sheriff immediately for that purpose.
>
> "Furthermore, I order the military companies of this city to immediately place themselves under arms, and that the commanding officers of such companies report forthwith to the sheriff of King county for the purpose of rendering him military assistance, if need be, in maintaining the law.
>
> "Done at Seattle this, the 7th day of February, A. D. 1886.
>
> "WATSON C. SQUIRE, Governor."

This proclamation was read to the crowd. It was received with howls of defiance. It had absolutely no pacifying effect. Soon after this the Home Guards rendezvoused at the Columbia street engine house, under command of Captain George Kinnear. The Seattle Rifles, under Captain Green, were awaiting orders. Company D was under arms at its armory in the Kenyon block. About twelve o'clock five hundred printed copies of the governor's proclamation were distributed on the streets and shortly after the Home Guards, some thirty in number, marched through the principal streets and were received with jeers and taunts. They then returned to their place of rendezvous. The ringing of the fire bells was now repeated and volunteers were urged to enroll themselves and assist in preserving the peace.

In the face of all this, however, the removal of the Chinese went rapidly on, and by 1 p. m. three hundred and fifty Chinamen were herded on the Ocean dock. Here they were huddled together in the warehouse where an immense crowd prevented them from returning to their homes. None of them, however, showed much inclination to return, as they were thorougly frightened and seemed eager to get away.

The men who had driven the Chinamen to the ocean dock with the intention of placing them on board the *Queen of the Pacific* were prevented from doing so until their fares were paid. In this dilemma a collection was raised and enough money subscribed to pay the passage of about one hundred Chinamen. These were received on board, each one expressing a desire to go. Considerable time was occupied in getting them on board and the *Queen* was, in consequence, detained several hours over her sailing hour. In the meantime a writ of *habeas corpus* was issued by Judge Greene charging that Chinamen were illegally restrained of liberty on board of the *Queen*. This writ was served on Captain Alexander, who was in command of the *Queen of the Pacific*, the steamer was enjoined from sailing and Captain Alexander was ordered to produce in court the Chinamen on board of his vessel at eight o'clock the next morning. They could then be examined as to whether or not they wanted to leave.

Taking advantage of the *Queen's* detention, every effort was made to raise enough money to pay the fare of the Chinamen remaining on the dock. The city at this time was full of strangers, among whom were many who had figured prominently in the removal of the Chinese from Tacoma. Early in the evening patrols were stationed in every part of the city. The Home Guards were stationed at the county court house, except a small detachment which was at the city hall. The Rifles were bivouacked at the court house and Captain Haines' company remained at their armory in the Kenyon block. Early in the evening the Chinamen on the dock were removed to the warehouse where, for a time, they were guarded by an anti-Chinese committee. Late in the afternoon a dismal rain had begun falling. This continued for several hours, and by nine o'clock the mob had largely dispersed. The authorities were active and vigilant, and all night were busily engaged in making preparations to assert the dignity of the law as soon as day approached. Governor Squire sent a telegram to the secretary of war, to the secretary of the interior and to Gen. Gibbon, commanding the department of the Columbia, stating that a serious conflict with the rioters attempting to drive the Chinese from Seattle was imminent and asking that United States troops be sent immediately to the assistance of the civil authorities. A movement was in progress about midnight to put the Chinamen remaining in the warehouse on the train which was to leave for Tacoma at 4 a. m. Whatever move of this kind may have been contemplated, however, was prevented by sending the Rifles and Company D to guard the train and sending it out nearly two hours ahead of time. At three o'clock in the morning a company of Home Guards was sent to the warehouse where the Chinamen were guarded by the anti-Chinese committee. The committee was driven from the scene and guards were stationed protecting all approaches to the dock. The remainder of the night was passed without trouble.

Warrants had been prepared for the arrest of eight of the leading agitators, and early the next morning the warrants were served by details of the militia, and the men were removed to the jail. All of them, however, furnished bonds and soon after again made their appearance on the streets.

At eight o'clock Judge Greene ordered the sheriff to bring the Chinamen on the *Queen* into court. They were escorted by the Home Guard and the two militia companies, arriving at the court house about eight o'clock. This move seemed to take the anti-Chinese element by surprise. The streets were crowded as the procession passed, and, though hoots and yells were heard, no one attempted to interfere with its progress. At the court house, guards were thrown out in every direction, and every approach to the building was carefully protected. An immense crowd soon congregated, but was easily held in check by the sentries. The Chinamen were taken to the court room. The hearing and final disposition of the *habeas corpus* case then commenced. Judge Greene, through an interpreter, addressed the Chinamen, stating that he had been informed that they had been kept on board the steamer against their will, and that the present proceedings were undertaken to ascertain if this were true. He assured them that they would be protected if they desired to remain. He told them that the sentiment of the community was strongly in favor of their leaving, but that they were to decide what they preferred doing and that those who preferred to stay could rely upon all the protection the legal authorities were able to give. Each Chinaman was then called by name and asked whether he wished to go or stay. Only sixteen out of some eighty-nine signified their desire to remain. After the examination was concluded the Chinamen were escorted to the ocean dock under military guard. The Chinamen who had been confined in the warehouse were then told that the fare of any who desired to go to San Francisco would be paid, but they were informed, as the others had been, that they would be protected here if possible, if they decided to remain. The work of loading the Chinamen on the *Queen* then commenced and went on vigorously. At half past eleven, when one hundred and ninety-seven Chinamen had been placed on the steamer, Captain Alexander announced that he would receive no more, as he had already the full number he was allowed by law to carry. This left fully one hundred Chinamen on the dock who wished to go, and for whose passage funds had been collected. After consultation it was decided that they should be sent away on the steamer *George W. Elder*, which was expected to arrive the next day. The *Queen* swung out from the dock about noon, leaving on the wharf the remaining Chinamen. So far there had been no violence, but the streets were constantly becoming more and more crowded.

After the *Queen* left the dock it was decided to remove the remaining Chinamen to Chinatown under the escort of the Home Guards, commanded by Captain Kinnear. The Chinamen were formed in line and marched up the south side of the wharf to Main street. At the corner of Main and Commercial streets an immense crowd had congregated. As the procession approached yells and hoots were heard on all sides. At the junction of the streets named an attempt was made to force the Chinamen and their escort down Commercial street toward the depot. The Guards directed the Chinamen to proceed the way the were going and ordered the crowd to desist. Finally a few in the crowd made a rush for the Chinamen, attempting to break through the line of the Guards. An impression seemed to prevail that the Guards would not fire, and the crowd had little fear of them. At first the Guards attempted to beat back their assailants with the butts of their guns, but the latter attempted to wrest the weapons from them. A general melee followed. The crowd was repeatedly warned to fall back, but the warnings were unheeded. Under the lead of a man named Charles G. Stewart, large, powerful and mad with rage, they thronged around the Guards, grasping the barrels of their rifles and struggling to disarm them. A hand to hand conflict had begun. Stewart was the center of disturbance. He fought desperately, and above the tumult his voice could clearly be heard as he urged his followers forward and screamed curses at the Chinamen and their defenders. Every moment the situation became more serious. It was plain that the Guards would be overwhelmed by numbers unless some decisive move were made. Suddenly, and without an order to fire having been given, a number of rifle shots rang out. The crowd retreated precipitately, leaving four of its number writhing upon the muddy street. Among these was Stewart, the leader of the assault, whose blood gushed from a ghastly wound and reddened the ground upon which he lay.

The excitement was now intense. The crowd, which had fallen back several paces, stood irresolute, now swaying forward as if to renew the attack and now falling back panic stricken at the sight of the leveled guns. The Home Guards had promptly thrown a line across Commercial street, and in the vacant space between this line and the crowd lay the wounded men. Stewart again and again endeavored to rise, but was unable to do so. He uttered curse after curse, and his distorted face expressed hatred and defiance rather than pain. At this critical moment the Seattle Rifles, under Captain Green, came up from the wharf at double time, formed into line to support the Home Guards, and, in full view of the mob, loaded with ball cartridges. Shortly after, Company D, Captain Haines, came hurrying down from the court house, where they had been since the examination of the Chinamen several hours before. They, too, formed into line. The full strength of the supporters of the law was now massed at the critical point, and it seemed impossible that a further conflict could be averted. The troops and Home Guards formed a hollow square facing up and down both Commercial and Main streets. Within this square were grouped the Chinamen, who had thrown themselves in terror on the ground. Without, was the almost frenzied crowd, whose members were gesticulating and screaming as if possessed.

Finally the wounded men were placed in express wagons and taken to the hospital, where Stewart died on the following day. The situation, however, was not improved by their removal. Speakers began to harangue the crowd, and the excitement appeared to increase rather than diminish. For fully three-quarters of an hour the square stood facing the mad and excited crowd, not a soldier flinching. At last the crowd dispersed sufficiently to allow the Chinamen to proceed on their way to Chinatown.

From this time on excitement and bitterness increased. Denunciations of the Home Guards were heard on all sides, and prominent citizens belonging to that organization were threatened with hanging by the mob. At last a warrant was sworn out in the police court charging five of the Home Guards with shooting with intent to kill. A constable attempted to serve the warrants, but Judge Greene declared that the guards were officers of his court and that he would not have them molested. Just before the warrants were served, however, Governor Squire, upon the advice of Judge Greene and others, had determined that the situation required that martial law should be declared, and at half past three o'clock he issued the following proclamation:

"WHEREAS, Heretofore, on the 7th day of February, in consequence of an inflamed condition of the public mind in the city of Seattle and grave disturbances of the public peace therein, I, Watson C. Squire, governor of the territory of Washington, issued my proclamation warning all persons to desist from breaches of the peace and peaceably to return to their homes, except such as were disposed to assist the sheriff and the other duly constituted authorities in maintaining law and order, and requesting all persons who were disposed to assist in maintaining order to enroll themselves under the sheriff immediately for that purpose; and

"WHEREAS, Said proclamation has proved ineffectual to quiet the public mind and preserve the peace; and

"WHEREAS, Numerous breaches of the peace have occurred and more are threatened; and

"WHEREAS, An insurrection exists in said city of Seattle by which the lives, liberty and property of citizens of the territory are endangered; and

"WHEREAS, The civil authorities have proven powerless to suppress said insurrection or prevent such breaches of the peace; and

"WHEREAS, The necessity for martial law within said city exists, and it is deemed proper that all needful measures should be taken for the protection of such citizens

and sojourners and of all officers of the United States and of the territory in the discharge of their public duties within said city.

"Now, therefore, be it known that I, Watson C. Squire, as governor of said territory and commander-in-chief of the military command of said city of Seattle, do hereby order that no person exercise any office or authority in said city which may be inconsistent with the laws of the United States or the laws of said territory, and I do hereby suspend the writ of *habeas corpus* and declare martial law within said city.

"Done at the city of Seattle, territory of Washington, this 8th day of February, A. D. 1886.

"Witness my hand and seal of said territory.

[SEAL.] "WATSON C. SQUIRE, Governor.

By a subsequent order the Governor appointed the following staff: Colonel G. O. Haller, Adjutant General; G. M. Haller, Assistant Adjutant General; J. H. McGraw, George G. Lyon, C. H. Kittinger and L. S. Booth, aids; Henry G. Struve, Judge Advocate General; A. E. Alden, Provost Marshal; George D. Hill, Commissary General; Dr. T. T. Minor, Surgeon General. Other orders were issued closing all saloons and other places where intoxicating liquors were sold, that business houses should be closed between the hours of 7 p. m. and 6 a. m. each night, and that all persons found on the streets after 7 p. m. and before 5 a. m. without the written consent of the Provost Marshal would be arrested. A call for volunteers was also issued. The citizens responded in large numbers to this call, and were provided with rifles and ammunition and organized into companies as soon as enrolled. At the same time Governor Squire telegraphed President Cleveland stating that the city was in a state of insurrection and urgently requesting that United States troops be sent to aid the citizen soldiery.

Governor Squire's course in proclaiming martial law was a well considered move, and had the desired effect in inspiring fear and respect for the constituted authorities among those who had previously threatened to commit acts of violence. The rapidity with which the military authorities assumed control of the city was remarkable. Three hours after martial law was declared everything was moving along with well ordered military precision. For a time rumors of all kinds were rife, and the gravest apprehensions were entertained. The Chinese question seemed to be entirely lost sight of. The only feelings which existed were those of revenge on one side and a determination to uphold the law on the other. The night, however, was passed without trouble, owing to the efficient service rendered by the Home Guards and the local military companies. On the corner of every block in the business portion of the city during the night was stationed a sentinel from one of the military companies and a policeman, and no one was allowed on the street unless he possessed a special permit. At daylight the sentinels were released, and during the day the streets were patroled by the militiamen. The court house, which was the headquarters of the military authorities, was closely guarded, and a sufficient force was kept on duty to repel any ordinary attack, while the mill companies and other corporations having property in the city, employed extra forces of watchmen to guard their property.

The day following the riot vigorous measures were adopted by the military authorities to preserve peace and good order. Passes permitting the holder to appear on the streets after night were granted only to those whose business absolutely required them to do so, and then only to those who could give satisfactory evidence that they had endeavored to uphold the law during the preceding ten days. Some who were refused such passes became quite violent in their expressions against the military authorities and attempted to stir up bad feelings, but their prompt arrest and confinement in the guard house had the effect of inspiring proper respect for the constituted authorities. During the day the governor's call for volunteers was responded to by a large number of citizens. The Home Guards and the militia had been on duty continuously since Sunday morning and they were worn out for want of sleep and rest. The delay in ordering troops to Seattle caused considerable anxiety. Although the president had been advised of the serious aspect of affairs and the necessity of speedy action in the matter, both by Governor Squire and by many prominent citizens of the town, his proclamation and order to General Gibbon to proceed with United States troops to Seattle were not issued until late on February 9th, at which time the following proclamation reached Seattle:

EXECUTIVE MANSION,
WASHINGTON, D. C., February 9th, 1886.

The following proclamation has just been issued, and General Gibbon has been ordered to proceed at once in person to Seattle.

By the President of the United States of America.

PROCLAMATION.

WHEREAS, It is represented to me by the governor of the territory of Washington that domestic violence exists within said territory and that by reason of unlawful obstructions and combinations, and the assemblage of evil disposed persons, it has been impracticable to enforce by the ordinary course of judicial proceedings, the laws of the United States at Seattle and at other points and places within said territory, whereby life and property are there threatened and endangered; and,

WHEREAS, In the judgment of the president an emergency has arisen and a case is now presented which justifies and requires, under the constitution and laws of the United States, the employment of military force to suppress domestic violence and enforce the faithful execution of the laws of the United States, if the command and warning of this proclamation be disobeyed and disregarded;

Now, therefore, I, Grover Cleveland, president of the United States of America, do hereby command and warn all insurgents and all persons who have assembled at any point within the said territory of Washington for the unlawful purpose aforesaid, to desist therefrom and disperse and retire peaceably to their respective abodes on or before 6 o'clock in the forenoon of the 10th day of February instant, and I do admonish all good citizens of the United States, and all persons within the limits of the jurisdiction thereof against aiding, abetting, countenancing or taking any part in such unlawful acts and assemblages.

In witness whereof I have set my hand and caused the seal of the United States to be hereunto affixed. Done in the city of Washington this, the 9th day of February, in the year of our Lord one thousand eight hundred and eighty-six, and of the independence of the United States the one hundred and tenth.

By the President, GROVER CLEVELAND.
T. F. BAYARD, Secretary of State.

At an early hour of the morning of the 10th, it became known that United States troops were on the way to Seattle and the news was received with much rejoicing. The troops arrived on the steamer *Emma Hayward* about three o'clock in the afternoon and were received at the docks by a detachment of the Home Guards and the Seattle Rifles. The command consisted of eight companies of the Fourteenth Infantry under Lieutenant-Colonel I. D. DeRussy and numbered three hundred men. They were officered as follows: Lieutenant-Colonel I. D. DeRussy, commanding; D. W. Burke, major; A. H. Bainbridge, C. B. Weston, T. J. Toby, C. H. Warrens and G. S. Carpenter, captains; J. A. Buchanan, J. H. Gustin, Wm. B. Reynolds, H. Cabell, Chas. Johnson, P. Hassen, S. J. Mulhall, F. Taylor, H. A. Hasbrouck and Robert Lovell, lieutenants. About four o'clock the troops, with the Rifles and Home Guards as an escort, marched to the quarters assigned them at the Pacific House and the Standard theatre. The troops had been kept for three nights on a steamer at Vancouver with scarcely any sleep, awaiting orders to proceed to Seattle, and consequently reached the city thoroughly wearied. They were, however, allowed but a brief rest before they were assigned to duty.

Immediately on the arrival of the troops the following notice was posted in public places about the city, which, with a previous order issued by Governor Squire for the arrest of vagrants and those who persisted in treasonable language and conduct, had a very wholesome effect:

> "The President of the United States has issued a proclamation commanding all disturbers of the peace in the city of Seattle to disperse by 6 o'clock on the 10th instant. All evil disposed persons are therefore warned to obey the legal command of the President at peril of their lives.
>
> "All true and loyal Americans will array themselves on the side of law and order, all others are warned that they will incur the penalty of law breakers.
>
> "JOHN GIBBON, Brigadier General, U. S. Army."

General Gibbon arrived at ten o'clock in the evening. He was accompanied by the following members of his staff: Major A. Kimball, Major A. H. Jackson, Lieutenant J. P. Wisser and Captain C. A. Woodruff. At nine o'clock the control of the city was passed over to the regular troops and the local military companies were relieved of guard duty. Squads of federal troops patrolled the town, and aside from a few arrests made, quiet and order prevailed.

When the Home Guards and local militia returned to their headquarters at the court house after the arrival of federal troops, and it became known that they would soon be relieved from duty, general rejoicing was expressed over the apparent ending of the difficulties they had so bravely and efficiently met. Captain George Kinnear, of the Guards, who ever since Sunday morning had been on duty, and who had proved a faithful soldier and commander, addressed his command. He thanked his men for their courage, bravery and fidelity to the cause of law and order. Rev. L. A. Banks, a Methodist minister who had been among the first to join the Guards, also made an address to his comrades in arms, which was received with the greatest enthusiasm. Judge Thomas Burke made a neat, touching address. He said they had answered the call when the law was outraged. They had faithfully done their duty as they saw it. His remarks were followed by brief addresses by Judge R. S. Greene, Sheriff J. H. McGraw, Captain J. A. Hatfield, of the Home Guards, Captain J. C. Haines, of Company D, Captain Joseph Green, Lieutenant L. R. Dawson and Sergeant J. H. Lewis of the Seattle Rifles, Captain C. A. Kinnear of the University Cadets,* Mayor Yesler, Alfred Holman and Governor Squire.

The Seattle fire department rendered valuable service throughout these trying days. Immediately after learning of the attempt to force the Chinamen out of the city, on Sunday morning, Chief of the Department Gardner Kellogg organized his men into a fire patrol, and every hour from that time until the city was turned over to the control of the federal troops, the firemen patrolled Chinatown, guarded their engine houses and equipments and performed other police service.

With the arrival of the Federal troops the task of maintaining the order already secured by the citizen soldiers was an easy one. For four days the people of Seattle had been solely dependent upon themselves, and their courage and patriotism forced violence to retreat and secured the supremacy of the law. Unitedly and determinedly the patriotic element of the community organized into a force which put down disturbers and restored order. For a time the rioters and their sympathizers evinced the most intense hatred toward the Home Guards for firing upon the mob on Monday morning. But it should be remembered that this was an organization of citizens effected in November and legally invested with power to maintain the peace. Each member had been sworn in as a deputy sheriff. There was no formal order to fire. When the column started up the street Captain Kinnear, who was in command, told his men to protect themselves and their charge, and if it became necessary in doing this to shoot, to do so without special order. The men endured insults without response and it was only when it came to blows, and the attempt was made to disarm them, that they fired. Speaking of this event it was tersely and truthfully said by the Portland *Oregonian* at the time: "It was infinitely better that this thing should be done as it was done, by citizens of the territory under territorial authority, than by Federal troops. It is not well to lean helplessly on the national power. The American capacity to govern itself so admirably demonstrated at Seattle, would not long exist without the habit and sense of responsibility. An occurrence like this at an early time in the history of a state, is likely to have great effect on its character for all future time. Never so long as this affair is remembered will it be imagined that the Washington militia 'won't fire.' The citizen soldiery has made itself respected, not only at the present time but for the future. And in making itself respected it takes upon itself a severer sense of duty and an inspiring tradition. If the riot had been quelled by national troops there would have been danger of its renewal as soon as the troops were withdrawn. The lesson is wholesomer and more lasting from having been given precisely as it was." This view of the case, now after the lapse of time when cool and dispassionate judgment can be rendered, is generally conceded to have been fair and just.

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*The University Cadets, numbering twenty-five members, offered their services to the local authorities on the day following the riot, and were sworn into the service of the territory under command of officers of the Seattle Rifles.

It should also be stated that not a man of the little band who, with guns in their hands and at risk of their lives, stood for nearly an hour protecting the cowering wretches whom they surrounded on Sunday morning, was a friend to the Chinese in the sense of desiring that they should take the places of white men, or even remain here permanently. Not a man of the many who for four days prevented riot and disorder desired the presence of the Chinese. But it was realized that they were here by authority of the government and entitled to the protection of the law. These men stood, not as the friend of the Chinese, but to maintain the integrity and faith of the nation. In their action was evinced the highest order of patriotism, the spirit which in the face of danger protected in its legal rights a class utterly despised, a spirit which was never overwhelmed by a mob in any American city. This feature of this memorable period in Seattle's history was so clearly stated in an issue of the *Post-Intelligencer* at the time that no excuse is necessary for inserting it at this point:

"The citizens did not leave their homes and risk their lives to protect the Chinamen because they loved them, or because they were not anxious for them to leave the city and country. On the contrary, among those who enrolled themselves in defense of the laws were many who had long been known by their outspoken friendship for American labor and their unqualified opposition to the importation of either the coolie labor of Asia or the pauper labor of Europe. It was not a question of friendship for or hostility to Chinese labor, but a question of supporting the laws or of seeing them disregarded. The voice that called these men to arms was the voice of patriotism and of honor. It was a voice that has ever been heard when the country was in danger, or when its laws were violated, and it is a voice that has never gone unanswered, a voice that never will go unanswered so long as there live men capable of appreciating the grandeur of American institutions. The fight was made for America—not for China. It was a struggle to uphold the law—not a struggle made in the interest of the Chinese.

"The city has reason to be proud of its citizen soldiers. In all the dangers and difficulties of the past four days they did not flinch. The most arduous and disagreeable duties were performed without a murmur, and with a spirit of obedience and loyalty that cannot be too highly commended. Patient through long watches, cheerful and ready when all but dropping from want of rest and exhaustion, firm and unyielding in the face of danger, they cannot be too highly praised. No veteran ever deserved his honors better than do our gallant young soldiers. The citizens will not forget them or the splendid spirit they displayed."

In the forenoon of Thursday, February 11th, the Home Guards, the Seattle Rifles, Company D, the University Cadets, and the members of Governor Squire's staff, pursuant to order, met at the court house to receive their final orders. The governor read to them a general order in which was recited the valuable services they had rendered during the preceding five days, and that "not only the people of this territory, but the people of the entire United States have cause to thank you for the fearless and determined manner in which you defended your homes and the laws and treaties of your country. The confidence of the people of the territory is secure in this, that her citizen soldiers are ever ready to uphold and maintain her dignity. The governor takes this occasion, in behalf of the people of the territory, to thank you all as soldiers and citizens for the noble and conscientious manner in which you discharged the duties you have been called upon to perform." After some remarks stating that General Gibbon would take military command of the city, the local companies were temporarily relieved from duty. A few days later members of the Home Guards held a meeting, when it was decided to perfect a permanent organization for the protection of Seattle. E. M. Carr was elected captain, W. T. Sharpe first lieutenant and Joseph F. McNaught second lieutenant.

When the federal troops assumed control of the city the trouble in its worst aspects was over, and there was nothing to do but to maintain the order already secured by the citizen soldiers. General Gibbon heartily approved the course the authorities had taken previous to his arrival and asserted that nothing short of the extreme measures carried out would have saved the city from a general and possibly bloody conflict. The orders issued by Governor Squire were endorsed and carried out by General Gibbon, even more stringent orders were issued, and the conviction was soon forced upon the people that government conducted under martial law could be rendered inconvenient and decidedly unpleasant. Under the control of the federal troops the city presented the appearance of a military camp. Day and night soldiers stood at every street corner, and their presence had a most salutary effect. The saloons were closed and for several days absolute prohibition reigned in the city. Several persons were arrested for uttering revolutionary and treasonable language, but a short imprisonment led them to take a more sober and reasonable view of matters.

On Wednesday, a short time prior to the arrival of the federal troops, Governor Squire issued an order creating a general court martial for the trial of all offenders brought before it. This court was composed of Captain Joseph Green of the Seattle Rifles, president of the court; Captain J. C. Haines of Company D; Captain George Kinnear of the Home Guards; Lieutenant C. L. F. Kellogg of the Seattle Rifles and Lieutenant J. B. Metcalfe of Company D. Captain George D. Hill, assistant adjutant general, acted as judge advocate of the court. The order constituting this court was set aside on the 11th and the same officers were appointed to constitute a military commis-

G. R. Lewis

sion with power to inquire into all matters which might be brought before them for consideration. James Hamilton Lewis was appointed aid to the commission and W. D. Wood stenographer. The commission held frequent meetings for the trial of civilians who were charged with offences during the pendency of martial law, but its proceedings were privately conducted. A court martial was also constituted by General Gibbon, composed of United States army officers, for the trial of soldiers for breach of military discipline.

On Tuesday, February 16th, the military commission, which up to this time had been engaged in the investigation and trial of civilians charged with offending against martial law, was dissolved. On the following day General Gibbon in a general order informed Provost Marshal A. E. Alden that the United States commissioner of the third judicial district of Washington Territory had full authority to take cognizance of all offences brought before him for investigation by the United States district attorney or his assistant. He therefore ordered the provost marshal to turn over to the United States marshal of the territory on the warrant of the commissioner, C. H. Metcalfe, Louis R. Kidd, J. J. Quinn, M. McMillan, D. T. Cooper, J. T. Winscott, Michael Cunningham, Junius Rochester and John Keane, who had been previously arrested by the military authorities.

These nine men, who were alleged to be the leading instigators of the movement to expel the Chinamen from Seattle, were brought up for preliminary examination on a charge of conspiracy, before United States Commissioner Eben Smith, on February 18th. J. B. Metcalfe, James Hamilton Lewis and Junius Rochester, the last named having been released on bonds, appeared for the prisoners. The government was represented by United States District Attorney William H. White and Assistant United States District Attorney C. H. Hanford. The examination was continued for three days, the testimony of many witnesses was obtained, and at its close Commissioner Smith decided that sufficient evidence had been adduced to hold all of the prisoners, with one exception,* for trial on the charge of conspiracy. Three of them were released on $6,000 bail being furnished, three on $5,000 and two on $4,000. When the cases came to trial some months later, all of those accused were acquitted.

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*The exception was John Keane, who was completely vindicated in the examination. The evidence showed that his influence had been exerted in favor of peace and order and that he had refused to take any part in the unlawful attempt to expel the

As has been stated there was a general desire on the part of the citizens of Seattle to rid the city of Chinamen within the lines of law and humanity and as soon as the unfortunate state of affairs created by unlawful efforts to expel them had somewhat improved, money was raised by subscription to pay the fares of all Chinamen who desired to leave the city. On Saturday, February 14th, the steamer *George W. Elder* took one hundred and ten away, leaving at the time about-fifty who desired to go, but who were unable to get on board, as the steamer had received all the steerage passengers she was allowed to carry. The remainder returned to their quarters to await another opportunity. No disorder or confusion marked the occasion, and the contrast between the peaceful and effective method which prevailed, and the turbulence, tumult and turmoil which characterized the preceding Sunday was most striking. A few days after the *Elder* sailed, several of the few remaining Chinamen departed, and the city for a time was well-nigh depopulated of this class of residents.

As the conditions which made necessary the institution of martial law in Seattle passed away, Governor Squire was importuned by the citizens generally to revoke his proclamation suspending the civil authorities. In response to a letter from the mayor stating that the powers of the civil authorities had been augmented by a large addition to the police force, that a new military company had been formed and that the others had been strengthened by new recruits, and that the civil power would now be able to subdue any riotous attempts and maintain good order in the city, Governor Squire, on February 22d, issued a proclamation revoking and annulling his former proclamation declaring martial law. The resumption of the usual form of government occurred when the city was well prepared to defend its citizens. The city was quiet, the mob had dispersed and many who had composed it had slunk out of sight. The ringleaders of the

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Chinese. Unted States Attorney White, who was conducting the prosecution, was compelled to admit this. In speaking of Keane, he said, "He appears to have disapproved of forcble expulsion and refused to serve on the committee."

disturbance had been made to feel the power of the law, and public spirit aroused by recent events was active and high.

The federal troops remained in Seattle for many months after the city was turned over to the control of the civil authorities, remaining until peace and quiet was fully restored, and the ability of the people to maintain law and order was thoroughly established. No further attempt was made to molest the Chinamen. Many of the men who had been chiefly responsible for the trouble left the city, and as the business depression which had furnished the cause of the agitation passed away, the bitterness it engendered disappeared.

The anti Chinese riot marked the lowest point which was touched during the business depression which followed the Villard collapse in 1883 and continued for almost three years. In the autumn of 1886 an improvement in the situation was perceptible. Immigration again began to add to the population of the city. A number of wealthy, energetic and progressive men removed to Seattle from various parts of the country. New enterprises were projected. The Seattle, Lake Shore & Eastern railway project, the result of the latest effort of the people of Seattle to build an independent railroad to Eastern Washington, took definite shape, largely through the efforts of Daniel H. Gilman, who had some time before removed to Seattle from New York City. The construction of this road was begun in 1887 and pushed vigorously during that and the two following years. Other railroads were projected, and work was begun on some of them.

These things, together with the general revival of business and the reaction which was naturally to be expected, again put Seattle on the upwardgrade. Money became easier, and real estate values became firm and then began to rise. The new people, who were coming to the city at the rate of many hundred each month, brought fresh capital and new ideas. Old animosities were lost sight of in the new interests that demanded attention. The city entered upon the era of prosperity which has continued to the present time, and which was marked, mid-way, by the great fire of 1889.

CHAPTER VIII.

THE GREAT FIRE.

Appearance of Seattle before the Fire—Beginning of the Great Disaster—Progress of the Flames—Burning of the Opera House—Efforts of the Fire Fighters—The Tacoma Fire Company—Fury of the Wasting Element—Property Destroyed—Preservation of Order—Work of the Police Force and Military Companies—Thrilling Incidents of the Day—Appearance of the Burnt District at Night—Extent of the Loss—Assistance Rendered by Firemen from Tacoma, Portland, Olympia, Port Townsend and Snohomish—Measures for Relief of the Destitute—Generosity of Neighboring Cities—Steps Toward Rebuilding and Improvement—Memorable Mass-meeting after the Fire—Spirit Shown by the People in the Face of a Great Calamity—Work of Re-building begun Amid Smoking Ruins—Scenes and Incidents after the Great Conflagration.

DISASTERS are less interesting than periods of growth, but they make a deeper impression. Wars, floods, famines, times of pestilence and calamities by fire, were once the sole themes of narrators. At present the taste inclines the other way, and destructive events are passed over with small notice. A middle course, however, should be followed. By great destructions rubbish is cleared away, and what men never would tear down is thrust out of the path of progress. Those who were conservative and cautious because their property interests inclined them to that course, suddenly become aggressive and radical for the same reason. With the burning up of old buildings, there is a burning up of old methods and old ideas, and there is no prospect of even the old measure of success unless the very best methods are introduced. A great fire is, therefore, in a certain sense an assistance to the growth of a city, and is not by any means an unmixed evil. As a matter of fact every growing city inevitably reaches the period of combustion at some time. Wooden structures, shanties, heterogeneous agglomerations of architectuaral misfits, and compromises between respectability and cent. per cent. profits, are certain to burn all together, if once ignited, and the ignition is as certain to come.

The great fire in Seattle was at the time a calamity, and, though ridding the place of much that was worthless, destroyed values that it has required millions to replace. It will always be remembered as a disaster by the people who were here at the time and who lost property. It is also a historical landmark, dividing the old times from the new, and will for many years be the event from which the business and domestic affairs of the people are dated. Such has been the change from the old to the new that the people who were here before the event seem as belonging to another historical period.

The fact that within a space of one hundred and twenty acres, divided off into sixty blocks, there was as much as ten million dollars worth of productive property to be burned, indicates that, even in the old time, Seattle was a magnificent city. The simple elimination of such value in the space of twelve hours is one of the startling facts of its history.

To get some idea of the value that was converted into smoke and ashes in that short space of time, the reader should, in imagination, look down the business streets on a clear morning in June, 1889. Front street was then, as now, a busy thoroughfare, with a considerable number of attractive and costly buildings. Among the most noticeable of these was Frye's Opera House, on the east side of the street, at the corner of Madison. It looked to the west, across Front, and over the tops of a row of wooden structures, known as the Denny block, from the circumstance that Mr. Denny had formerly owned it. Here were a carpenter shop, furniture rooms, grocery stores, and a lodging house. Across Marion street on the south was the wooden structure known as the Colman row, a ramshackle building, too valuable to tear down, and yet not worth preserving. On the east side of Front street, stood the Reinig building, on the corner of Marion, and the Kenny building on the corner of Columbia, with wooden buildings between them. On the west side, cornering on Columbia street, was the magnificent "San Francisco store," a structure of brick, with goods and building together worth nearly half a million dollars. The rest of this block to the crossing of Yesler avenue, constituting a double block, was well built with brick. South of the San Francisco store were the Union block, the Poncin building, the Safe Deposit building, the Gordon Hardware store, C. P. Stone building, W. P. Boyd's building and the Starr building. At the acute southeast corner, conformable to the trend of Yesler avenue, stood one of the finest buildings on the Northwest Coast, the Yesler-Leary block. On the east side of Front, facing this double block, were wooden buildings. At the angle between James street and Yesler avenue, was the Occidental Hotel, occupying the entire triangle between these streets and Second street.

Here Commercial street began, and down its long extension one saw the massive brick of Schwabacher Bros., the Arlington hotel, Harrington & Smith's hardware store, the bank of Dexter Horton & Co. and numerous boarding houses, shops and saloons. South of this the city was spread out on the flats and over the water. Here were located the huge coal bunkers, the mammoth sawmills of Stetson & Post and the Oregon Improvement Company and many factories and other buildings.

The most notable buildings on Second street were the Colonial building on the northeast corner of Second and Columbia, the Boston block, a costly structure of brick, stone and iron but recently completed, and the Butler block, a three-story wooden building on the corner of James street.

Looking along the water front the eye rested on a line of docks and warehouses; ocean steamers were lying at rest by the docks; sail vessels were anchored in the harbor, and a number of tugs and small passenger steamers were puffing noisily about the bay. On such a day Seattle was in the utmost hurry of labor and hopefulness. The day of depression was over. The day of achievement was upon the people. Literally time was money and all were striving to make the most of each passing moment.

The sixth of June was such a day as has been described. At 2:30 in the afternoon of that day the fire began. The weather was bright and clear. The air was still and sultry during the morning. There had been no rain for several weeks, and everything was dry and ready to fall an easy prey to the flames.

The fire began on the north side of the main business part of the city, where, with the gentle north wind that sprung up as the afternoon advanced, it had the best possible chance to spread to the whole quar-

Roger S. Greene

ter. It started in a building on the southwest corner of Front and Madison streets, owned by Mrs. M. J. Pontius. The circumstance was quite trivial. In the basement of this frail wooded structure, was a paint shop kept by James McGough. Here a workman was boiling glue, which, suddenly rising, ran over on the stove and ignited, dripping fire down upon some shavings below. Thinking to quench the sudden flames, the workman cast at them a bucket of water, but not skillfully, for by the act the whole lighted mass was scattered over the floor, which was soon covered with the flames. The oils and turpentine were kindled instantly, and as the wind passed underneath the floors and timbers, the combustion was forced into the apertures, and carried through the passages to the apartments above. Flames and smoke poured from every window, forcing their way upward and seeking to find escape through the roof. In this condition the fire department found the building. Engine company No. 1 got to work expeditiously, laying two lines of hose from the hydrant at the corner of Front and Columbia streets, and commenced playing on the burning cornices. The firemen began the attack with the more confidence since this had been a favorite hydrant of theirs for hose practice. Engine No. 2 on arriving began pumping salt water. The crowd began to cheer as they marked the earnest efforts of the firemen. The inmates of the houses were assisted out with their valuables, but expected to return before evening and begin the task of cleaning away the dirt and litter. But the confident shouts were soon turned into cries of excitement and wonder. The water had failed. The slender streams made no impression. What seemed an affair of but a few moments now assumed a serious aspect, and the gathering crowd realized that the block must go. All set to work with expedition to save the goods, which were brought out and piled in the streets; while the flames rose without interruption, and now waved high in the air from the center of the block.

It was soon feared that the heat would become so great and the showers of sparks so frequent as to carry the fire across Front street, whither the wind was directing it, and set fire to the rows of wooden roofs on the east side. Hard work was therefore done to save these buildings, buckets being used by men who had stationed themselves on the roofs to arrest the brands and sparks as they fell.

These low buildings, however, did not prove to be the point of danger. In its ascending course, slightly deflected by the westerly breeze, the fire directed its heat to a much higher object. To the dismay of those who looked up at the Opera House, they saw a slender tongue of flame growing on the mansard roof, and at the cry, "The Opera House is on fire!" all eyes were turned thither, and the probability of a great conflagration was realized.

The impossibility of saving the great building soon became evident. The Denny block was now burning furiously, the streamers of fire leaping up and falling back to be hurled up once more; and the houses across the way also were now wrapped in flames. To reach the Opera House, therefore, involved standing at the angle of fire, with the burning building above. Men that attempted the attack here were driven back with garments afire; the hose melted as it was put in position. The engines were therefore wheeled around to Second street.

By the magnitude of the fire the whole city was now aroused, and it was seen that there was no control for the wild element. It would stop only at the great brick barriers. The whole city force was therefore called out with a view to saving property and preserving order. Josiah Collins, chief of the fire department, was absent from the city. His assistant, James Murphy, proved to be utterly incompetent. Discipline in the department was, therefore, soon at an end. As the flames spread and the fact became apparent that the fire was beyond the control of the fire department, the necessity of a thorough organization of all forces at the disposal of the city, both to fight fire and to save property, was perceived. With great promptness Mayor Robert Moran began organizing the crowds of men on the streets. Three objects were aimed at—to check the fire, if possible; to save property; and to prevent theft and incendiarism on the part of the irresponsible characters who saw in this confusion the chance of plunder. Parties of workers were organized to carry goods from the buildings threatened, and in a very few minutes they were seen in long lines passing articles of value up the cross streets, or hurrying them to the docks, where it was thought all was safe, because of the wind from the bay wafting the flames and sparks in the other direction. To preserve the peace, Chief of Police Butterfield swore in one hundred special police.

To follow the further progress of the conflagration, it will be necessary to look in detail after these three classes of men so suddenly organized.

The first work to be considered is that of the fire-fighters. The fire had started very nearly in the center of the city, north and south, having on the north mostly the residence portion, and on the south the business portion. On the east, up the hill, was a residence quarter, and on the west it was less than two blocks to the water front. The crowds detailed to prevent the spread of the fire had to work in front (on the south) whither the wind was driving it, at the rear (on the north) whither it was advancing in spite of the wind, and on the east, where it would naturally sweep up the hillside.

By four o'clock, an hour and a half after the fire began, the Opera House was a burning caldron of fire within, with the red tongues leaping out of all the windows, and the combustion had passed across Madison street and taken hold upon the Colman block, which, being of wood, kindled instantly and burned furiously. On the east side of Front street the Reinig building also caught, and within five minutes the Kenny block on the same side at the corner of Columbia, began to blaze up at the top, being lighted by showering sparks on the roof. By this time Hose Company No. 1 was compelled to remove to the corner of Cherry street, and every building between Madison and Columbia streets was burning, making four entire blocks that were throwing up ignited brands to rain down upon the great brick blocks below. Much hope was entertained that the brick walls of the San Francisco store would resist the advance of the flames, and to assist them an effort was made to blow up the Colman block. But the heavy charges of dynamite had no effect in arresting the flames but added a certain convulsive horror as their heavy peals rose up amid the noise of the fire. Up to this time the proprietors of the San Francisco store had felt little anxiety, but now they saw that their magnificent building and stock were doomed. Nevertheless it was not to be sacrificed without an effort. Wet blankets were hung at every window. A party went to the roof and drew up a hose by means of a line, but there was no pressure of water. A charge of dynamite was exploded under the White building across Front street, but it failed to move the structure. About this time, twenty minutes to five, the Reinig building fell, throwing its south wall across the street towards the White building which almost immediately began burning. The futility of saving the San Francisco store was now seen, and dynamite was placed under its massive corner to try to blow it up but this also failed. Soon this noble pile was burning, the Union block south of it and the entire block on the east side to Cherry were soon included, making six entire blocks now burning. The air became full of sparks, brands and burning boards and was heated in every direction to an oven's temperature. The crowds of people were almost black with smoke and dust and panted in the stifling air. Piles of goods that had been placed in the middle of cross streets were ignited by falling cinders. Efforts to stop the forward progress of the fire were now almost abandoned. In twenty minutes it had swept from Columbia street to Cherry, and was now face to face with the greatest buildings in the city. Hope of a stay was excited for a few moments by the sudden shifting of the wind to the south, driving back the flames which, before this counter current, now rose to a great height. At the walls of the Safe Deposit building, on the west side of Front street, and at Cherry street, together with the check of the south wind, there was a temporary retardment, and about this time John Collins, owner of the Occidental hotel, was offering the entire value of the Butler block for the privilege of tearing it down. But the pause in the progress of the fire was short. The wind suddenly veered, now blowing stiff from the northwest, and the Safe Deposit building began to glow, and soon flames burst from its windows. The Gordon Hardware building followed, and the roar of the fire was broken by the explosion of over thirty tons of cartridges kept in store here. At the Seattle Hardware store, which next caught, twenty tons of cartridges went off. Explosions were numerous from oils or alcoholics in confined places rendered gaseous by the heat and exploding with a loud report the moment they rose and touched the burning air. The fire now leaped across Cherry street and passed through the block to

James street in twenty minutes. There was now a possibility that it would be stopped by the great Yesler-Leary building on the west side of Front street and the huge stone, iron and brick Occidental hotel on the east side. For a long time the former held its own, presenting an impregnable front to the assaulting column. But the showers of brands and sparks and the blasts of scorching air that were sent curling over and around the structure finally found a vulnerable point on the south side, and in a few moments the pinnacle was reached by troops of fire. The walls of the buildings adjoining fell with a crash at the north side of the Yesler-Leary building, and it, already heated to a melting point, crackled into flame at every window and cranny. The wooden buildings near by were licked up into clouds of gas that rose some score of feet before reaching air enough to explode in visible flame. On the east side the fire shot across the old Yesler buildings and the entire melting heat and superheated air was leveled at the great hotel. It stood grand and defiant for a little time, then suddenly burst into fire along its whole north side. At the same moment the Butler block, of wood, flashed out all over. In a short time the fire had passed through the Occidental and leaped across Yesler avenue. It had now overcome all the opposition set in its way by the fire brigade, although the Seattle department had been reinforced from Tacoma, had met with no sensible check from the wind that blew for a time from the south, and had overcome all the buildings that offered a show of resistence. It presented a broad front extending from Second street along Yesler avenue to the docks on the west, and in its track before it were the sawdust flats and that populous but not very grand portion of the city built over the water, with such great structures as the coal bunkers, the steamship warehouses and the sawmills. Upon this prey it advanced without the slightest check. Many fine structures, as the Arlington hotel and the Squire building, lay in its course. Leaving it, however, to burn its way unopposed to the water on the south, the efforts to check it on the north and east should be noticed.

It might be supposed that, as the wind was mostly from the north, the fire would have made little advance in this direction. But such was not the case. Here were inflammable buildings, the great mills of the Seattle Lumber and Commercial company being near on the water front. Front street up to Spring had, on the west side, the Kenyon building and numerous other wooden buildings and the Starr brick block. But at the corner of Spring street, on the east side, was an excavation for the Holyoke building; and on the west side, at the corner of University, was the foundation of the Gilmore building, as yet brought up only to a level with the docks and composed of only brick and mortar.

The fire was deliberate in crossing Madison street to the north, but creeping under the basements and piling upon which the buildings here rested, it had by three o'clock enveloped the Commercial mills. Crawling under the wharfing, it spread thence across the street to the blacksmith shop, and soon was burning furiously upon it. The Kenyon building stood next in its course, and one stream of water was played upon it, but to no purpose. Running under the piling the fire advanced north rapidly along the water front and soon swept over all the buildings west of Front street. Warehouse after warehouse crumbled, and the hollow along the slope to the water was a caldron of fire. The Starr brick block was burned, but the fire was confined by it and did not reach Front street until it caught on the Oregon House, and also swept the Hopkins building, a large wooden structure. The buildings on the east side were burned as far up as Spring street, but here encountering the excavation of the Holyoke building, the flames were checked. On the west side they burned up to University, but here meeting the Gilmore foundation, were also stopped.

Yet it was not without a struggle that the course of the flames was arrested. There were the sidewalks and street planking for the mad element to run on, and, although at the foot of the street there was a water lot, the trestle of the Seattle, Lake Shore and Eastern might carry it to the Canadian Pacific docks beyond. On the east side of Front street, a few doors to the south of University, was a small wooden house. Here the great fight was made and the northward spread of the flames was checked. A bucket brigade was formed, numbering sixty or seventy men, the water supply being obtained at the house of Mr. A. A. Denny. Time after time the structure was in a blaze, but in every case it was rescued. It is said that it was ignited as many as fifty times, but here the fire paused on the north. The burning sidewalk was turned over by the firemen and thrown over the hill. The street planking was torn up and cast out of the course of danger. A tier of shanties was torn down and thrown into the bay. At the railroad trestle a brigade stationed themselves with buckets, and, drawing salt water from beneath, succeeded in preventing the spread of the flames to the warehouses on the north. A line of about two hundred men was then formed from the bay up to Front and University, passing up buckets of water to keep down the coals and sparks that were constantly starting into life. This barrier was effectively preserved and the residence portion of the city to the north was no longer in peril.

Along the water front, from Univerity street to Yesler avenue, all was soon a billowy sea of fire, the wooden, or corrugated iron warehouses burning fearfully. At Yesler avenue an organized effort was made to withstand its progress. The crowd tore down a row of shells extending from the *Post-Intelligencer* building, in the rear of the Yesler-Leary building, to Yesler's wharf. But this labor was futile, for the fire caught on the scattered ruins and burned with no less vehemence. At five o'clock Yesler's wharf was burning. At six, therefore, all between the water south of University street, and Second street on the east was a mass of coals and fire. To one standing at some point of prospect, as the house of A. A. Denny, it was like looking upon a volcanic lake—red and white coals glowing and shining under the wind; and on the further side an ascending wall of flames.

The fight on the east side was even more desperate and stubborn than on the north. From the Opera House the fire ran across to Second street and reached a two-story frame building occupied by Harris & Greenus for a paint shop, on the lower floor, and by Mrs. Story for a music room above. It was burning at 4:20, and fell within half an hour. The fire next enveloped a small building occupied as a photograph gallery, and passed rapidly to the Haller building at the corner of Columbia street. This building fairly melted before the heat, and was gone too quickly for effective action. From this the fire passed across Columbia street, kindling upon Boyd's photograph gallery, and advancing thence upon the row of wooden buildings extending to Cherry street. The heat now developed from this mass of combustion was very great, and was directed across Second street to the Colonial block and the Boston block.

The great importance of making a stand here was apparent. It was the key to the residence quarter on Columbia, James and Jefferson streets, and, if this were not held, all would undoubtedly be consumed. There were no firemen here, however. They and the organized companies were at that hour (about five) fighting on Front street. A bucket brigade was organized, and its members were soon passing up water from hand to hand to save the Boston block. There were two companies, one extending up the front stairs and to the fourth story, and the other from the side entrance on Columbia street to the second flat. Wet blankets were hung; but one of the most effective weapons was the mop. With this the sparks were wiped up, and the flames, as they caught on the window casings, were dashed out. The building was on fire a number of times, catching from the wooden building adjoining occupied by J. S. Edwards, a house that was destroyed. But the brigade maintained their position with the greatest pertinacity, turning water on the roof and attacking the flames as they caught. A fight fully as determined was made for the Colonial building, on the corner across Columbia street. It was ablaze several times, but the fire was brushed off or dashed out. In both of these buildings the windows were broken and the plastering damaged by the water, but otherwise they were uninjured. Here, therefore, a great victory was gained.

The conflagration passed quickly through on the west side of Second street from Cherry to James, and, with the column from Front street, fell upon the Occidental. On the east side John Collins' house yielded after a heroic contest. The Mallory house, adjoining on the east, was saved. At Trinity church, on the corner of Third and Jefferson streets, a spark set fire to the rectory and from this the church caught and both were burned. At Yesler's mansion, the most strenuous exertions were put forth. Wet blankets and carpets were hung over the roof, and the sparks were attacked as they fell. The building was saved. To protect the court house a small building opposite was torn away, and the fire was arrested here also. At the Catholic church a gallant stand was made, and that corner was held. By these efforts the spread of the fire to the eastward was stopped. Shade trees in several instances acted as an effective wall, preventing the advance of the flames.

A circumstance meriting double notice was the coming of the Tacoma fire company. At three o'clock telegrams were sent to Tacoma, Port Townsend and Portland for help. The firemen of Tacoma responded promptly, and about forty men with a hose cart and about eight hundred feet of hose were put aboard a special train, to which there was given a clear track, and covered the distance in fifty-eight minutes. As they dashed into town they were greeted with cheers. They got to work at once and were of the greatest assistance in checking the spread of the flames.

Those who attempted to save property met with only partial success. As is usual in such cases, goods were hurried indiscriminately into the streets, and were there injured or burned. Many things were taken to the wharves, there to be overtaken by the fire. Out of the great stocks which were so rapidly swept by the fire, it was useless to try to save much. Yet in three particulars there was effectual preservation. These were in the Safe Deposit building, and in safes; on the steamships; and in the pocket. Whatever was gotten into either of these respective places was preserved. At the Safe Deposit bills, notes and documents were deposited in great numbers. At the wharves were the two steamships *Ancon* and *Mexico*. When it became apparent that the wharves must burn, the *Ancon*, under Captain Wallace, began to load with valuables, much of it being private property. When loaded she withdrew into the bay and watched the wharves burn. The *Mexico* loaded with merchandise brought from the stores in drays, and when filled also drew off into the bay. The hack drivers and draymen and expressmen worked like Trojans, and in most cases made no extortionate charges.

As to the preservation of order, it may be said that this was done without great effort. Some thirty arrests were made for theft. A case of incendiarism occurred between South Third and South Fourth streets, on Yesler avenue, where a man was seen carrying coals into a house that had not been burned. A thief who snatched a purse from the hand of a lady was chased by the mob and captured, and barely escaped hanging at their hands. Chief of Police Butterfield, mounted on a horse, directed the movements of the police. The militia were called out at seven o'clock by Colonel Haines, and did excellent picket duty.

Nobody is believed to have been killed during the progress of the fire. There were many thrilling rescues, as where Fred Spencer, of Port Townsend, carried a woman out of the Spencer lodging house at the peril of his life; and where Daniel Sullivan brought a child, at great risk to himself, from a lodging house on Washington street. Those in the lodging houses on the flats and below Yesler avenue escaped with their lives only, as the fire was sweeping around their avenues of escape on both sides. In a number of cases women, overcome with heat and excitement, fainted, and some were even set into convulsions. Some of those who were losing their buildings were thrown into the wildest excitement, and were even seen to wring their hands and tear their hair. Others, however, were perfectly cool. Mr. Frye, who owned the opera house, spoke of his loss in a jocular way, and said that he was figuring on a bill of iron and nails for a new building.

At sunset the fire was within bounds but was still terrible. In the gathering darkness it resembled a volcanic crater. Far into the night it burned, casting such a glare upon the bay as to throw the shipping into distinct view. The coal bunkers, with about three hundred tons of coal, burned the longest. During the night a throng of people from the lodging houses passed up and down the streets, spending the night without sleep, while some sought shelter on the hill. As the night was warm, there was no suffering. Those who had friends or acquaintances were, of course, well provided for.

Such was the beginning, progress and end of the fire. Regarded in itself, the affair was wholly accidental. There was no special danger with a supply of water. But, this failing, the city was practically at the mercy of the flames. The destruction was, however, considerably limited by the successful opposition to the flames along the north and east sides. By the exertions of the expressmen, and of the steam-

Thomas Burke

ers in the bay, a considerable portion of the household goods in the buildings was saved.*

REGULATIONS AFTER THE FIRE.

The situation of the city immediately upon the night of the sixth was such as to call for extraordinary measures. The entire vicious element was unhoused and scattered through the residence quarter. In their destitution they would be certain to commit depredations unless especially guarded. Furthermore, there were many others needing shelter and food. The lodging houses, the groceries, the restaurants, bakeries and meat shops were quite largely consumed. Without public provision and relief, there would necessarily be suffering. To meet the emergency a special meeting of citizens was called to assemble at the court house at eight o'clock. A citizens' committee was appointed to swear in special police, and to look after the welfare of the city in conjunction with the police and militia. The following were selected: D. A. McKenzie, chairman, D. E. Durie, Douglass Young, Frank Sedel, N. B. Colt, D. O'Hara, P. W. Rochester, T. H. Dempsey, Alfred Garton, C. B. Nichols, C. H. Kittinger and P. Corcoran. The committee swore in two hundred special officers, who did effective work in keeping order during the evening and night.

At nine o'clock, while the fire was still raging in the lower portion of the city, Mayor Moran issued the following order:

> "All persons found on the streets of this city after 8 o'clock p. m. without the countersign, will be arrested and imprisoned.
>
> "All persons found stealing or otherwise violating the law will be arrested, and, if resisting arrest, will be summarily dealt with.
>
> "All saloons are hereby ordered to close, under penalty of forfeiture of license. No person will be allowed to sell or dispose of intoxicating liquors without further orders.
>
> "All militiamen and special policemen are strictly charged to enforce the above."

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* From Victoria, B. C., help was sent immediately, Mayor Grant and Chief of the Fire Department Deasy concurring. The steamer *Potter* was chartered by a number of the gentlemen of the city, and a fire engine and one thousand feet of hose, with the chief and a company of twenty-two men, were started. They did not arrive, however, until half past four the next morning, but did valuable work in preventing the spread of flames on the wharves. From Portland, the engine Multnomah, fully manned, arrived at 2:30 a. m. Fire companies from Olympia, Port Townsend and Snohomish were at work from early morning to midnight of the seventh.

On the morning of June 7th, Colonel Haines ordered Companies C and G of the First Regiment, stationed respectively at Tacoma and Port Blakely, to report at Seattle.

The same day the mayor published a notice for the relief of the destitute, and to provide for the militiamen and others on duty, as follows:

> "Ladies are requested to render assistance in preparing meals for militiamen and others engaged in guarding the city.
>
> "Provisions will be furnished at the expense of the city.
>
> "Persons desiring to render assistance will please report at the Armory.
>
> "All persons having arms suitable for policemen and special officers will report that fact to Colonel J. C. Haines, commandant, at the Armory.
>
> "All arms will be well taken care of and returned after use."

The Armory became the general headquarters of the military and relief departments. Permits were issued next morning allowing persons to remove goods that were stored in the streets or to work in the rubbish of the destroyed buildings, but as some of these were thought to have fallen into the hands of irresponsible characters, the plan was discarded. On the next day Governor Moore arrived from the capital, and, acting in his capacity as commander of the National Guard of Washington, issued an order that Colonel Haines have full authority to command the service of all members of the First Regiment, and that transportation for the service be furnished. At 11 a. m. Company C reported for duty, and at 1:30 p. m. Company G reported. Companies B, D and E, who had been on duty all night, were thus relieved. Several days later Company H, of Vancouver, was added to the force on duty.*

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*The officers stationed at the Armory were the following: Colonel, J. C. Haines, commanding the First regiment; Lieutenant Colonel S. W. Scott, First Regiment; Captain Joseph Green, Company B; Captain E. M. Carr, Company E; Captain W. J. Fife, Company C; Captain C. L. F. Kellogg, Company E; Captain Joseph Phillips, Company G; First Lieutenant W. G. Sharpe, adjutant; First Lieutenant L. R. Dawson, Company B; First Lieutenant A. P. Brown, Company D; Second Lieutenant W. H. Gorham, Company D; First Lieutenant W. R. Thornell, Company E; First Lieutenant F. J. Grant, quartermaster. First Lieutenant J. A. Hatfield, commissary; First Lieutenant Davis Dickson, Company G; Second Lieutenant Freeman Smith, Company G; First Lieutenant P. P. Walsh, Company C; Second Lieutenant I. M. Howell, Company C.

The soldierly bearing and strict discipline of the militia was remarked by every

Measures for relief were no less prompt. The generosity and sympathy of the neighboring cities, particularly of Tacoma, offered without ostentation and prompted by friendliness alone, will not be quickly forgotten. J. A. Hatfield was appointed commissary, and at an early hour in the morning of the 7th loaded vehicles began to appear before his quarters, and until ten at night he was kept busy taking care of the supplies. At 5 o'clock in the morning the steamer *Quickstep* arrived from Tacoma with a full load; at nine came the *Clara Brown*, from the same place, and at six in the evening the *Quickstep* came with another load. From Port Townsend the revenue cutter *Oliver Wolcott* came up with twenty tons of provisions and blankets, with news that more was soon to be ready. At two o'clock a special train from Tacoma arrived bringing a large party of Tacoma people, not only with provisions, but prepared to set up quarters and receive and wait upon the sufferers. With the utmost kindness they assured the authorities that the business men of their city had ample supplies at their command and needed only to be commanded in order to forward all that was needed. They secured a vacant lot on the corner of Third and University streets and there erected a tent thirty by twenty feet, furnished with tables and stored with provisions. Arrangements were made here on the most extensive scale, no less than to feed six thousand people a day so long as necessary.*

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*The names of the Tacoma relief committee were as follows: David Wilson, commander; H. C. Wallace, secretary and treasurer; Byron Barlow, chairman; A. C. Smith, Walter Thompson, W. H. Pritchard, F. B. Cushing, C. O. Claypool, T. O. Abbott, Thos. Carroll, J. A. Frace, H. P. Hoagland, Harry Shorp, W. C. Sharpstein, J. P. Hooey, J. W. Anderson, J. P. Conley, Henry Drum, P. A. Paulson, Harry Lowe, Lewis Foss, W. P. Sunberg, Clifford Viant, Frank Carroll, O. E. Spooner, J. B. Cromwell, Scott Hewitt, A .C. Brokaw, C. A. Dorme, O. B. Hayden, H. R. Cox, Will Grier, A. F. Stafford, Herbert Griggs, R. B. Lehman, I. B. Keats, H. Wilson, Charles Uhlman, H. C. Huston, Geo. Chandler, Y. C. Blalock, T. B. Wallace.

one, army officers and members of the Grand Army saying that they behaved like veterans. Strict orders were given by the officers that no persons should be allowed within the burnt district without giving the countersign. In only one case was it reported that the order was disregarded, the word being required of strangers and acquaintances alike.

The ladies of the city responded nobly to the call of the mayor, and on the seventh fed no less than six thousand people.*

On the eighth as many as ten thousand were fed at the Armory by the ladies. Among the recipients of the bounty were many Chinamen. As may well be supposed, the meals were not in every case served in great formality, but they were substantial, and great pride was taken in having the linen as pure as possible. It was found that some who were in need did not know, or were not able to reach, the place of assistance, and a committee of sixteen were appointed to investigate and bring in those thus situated. This committee was composed of W. V. Rinehart, chairman; E. W. Melse, secretary; D. B. Ward, C. B. Bagley, C. A. Wright, F. A. Pontius, W. D. Glegg, E. W. Cragin, A. Amunds, Wm. Carnes, G. T. Michel, S. M. Robbins, C. S. Gleason, B. B. Freed, G. N. Alexander and I. W. McGee.

A considerable number were found who had not as yet been provided for. These were, in a number of cases, women who were sick. Sleeping accommodations as well as food were provided. As a number of days passed it was unavoidable that some considerable number of those who were able to provide for their necessities at the stores or restaurants—which in most cases made no extra charges—began to depend upon the free tables, and the policy of offering work and pay instead of food was adopted as soon as practicable. Yet in spite of these few cases of unworthiness, incalculable good was done by the bounty of the public and the charity of the ladies.*†

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*Among the ladies who assisted in this work were Mrs. M. E. Handsaker, Mrs. Maude Clark, Mrs. Jennie Perron, Mrs. A. P. Vennon, Mrs. L. A. Maberg, Mrs. R. S. Greene, Mrs. G. N. Alexander, Mrs. Robert Russell, Mrs. Hazard, Mrs. Clark Davis, Mrs. Clark, Mrs. G. W. Boardman, Mrs. I. J. Talbert, Mrs. W. H. Bogardus, Mrs. Frank Lee, Mrs. L. Bryant, and Misses Emma Allen, H. E. Hoskins, M. I. Scott, Lottie Scott, Lulu Hendry, M. E. Robeson, Lillie White, Nettie Perrin, Lottie Twonson, F. Parsons, O. M. Bailey, Ella Patton, Minnie Schlegel, Mattie Kilworth, Ida Vrooman, Jennie Houghton, Helen B. Paige, F. Parsons, Miss Newburg, Miss Kelly and Mrs. D. H. Callahan.

†*As additional names of these noble ladies the following, who reported to relieve those first on the ground, should be inserted: Mesdames Haskins, Brown, Dearborn, Spaulding, Flynn, Ida Dearborn, R. Popple, A. E. Hathaway, L. S. Willis, Sarah Hall, F. L. Watkins, Mary Chandler, Hinman, Josenbaus, Scott, Randolph, and Misses A. Sansen, Kate Pierce, Minnie Mattison, Ella Claughley, A. S. Williams,

Among others doing all in their power to relieve destitution should be mentioned Captain Brown, who, with his steamer the *Clara Brown*, went to all points along the Sound gathering up contributions and turning them over to the committee without charge. He also brought an excursion from Tacoma and turned the proceeds over to the committee. Wm. C. Meydenbauer, upon getting his bakery in operation once more, sent two hundred loaves of bread to the committee. Other bakers did likewise. The Puget Mill company sent a cargo of provisions by their steamer, the *Yakima*. Henry Villard made a short visit and encouraged the people by saying that their old time grit and enterprise would defy this calamity also, and that the fire was a blessing in disguise. He promised to use his influence to get a reduction of rates to help the city rebuild, and afterwards amply redeemed his promise.

The Tacomans kept open their tent and speedily erected others for lodging accommodations. They stayed by Seattle, some days feeding fully three thousand persons. Twenty cooks and half as many dishwashers were required. In recognition of their fraternal fidelity the Seattle city council passed the warmest resolutions of gratitude, expressing eternal friendship for Tacoma and her people.

When subscriptions were finally closed it was found that Tacoma had sent a value of nearly twenty thousand dollars besides personal service. San Francisco sent ten thousand dollars at once; Olympia, one thousand; Virginia City, Nevada, four thousand; Portland made in the course of time a considerable donation. The utmost liberality was manifested on the part of all business correspondents at Portland, San Francisco and the East as to furnishing new stocks of goods and making new accounts for old obligations. Nowhere was there mani-

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Moore, Jennings, Schwatka, Maude Wood, Myrta Bagley, Sprague, Rochester, Graves, Iva Ghormley, Grace Youngman, and Zanette Baxter; also Mesdames Brown, Daniels, Boone, Bush, Burwell, Niesz, Gould, Levy, Baum, Lidsley, Herron, Alelt, Ball, McComb, Smith, Daulton, Pauthig, Black, Sanders and Calvert, and Misses Ward, Cass, Gilbert, Chandler, Illig, Robeson, Bettinger and Bagley. New faces at the eleventh hour are spoken of as Mrs. R. P. Daniels, Mrs. Ethel Carter, Mrs. Addie Hanley, Miss Ada Sprague, Mrs. A. B. George, Mrs. M. J. Chandler, Mrs M. T. Goss and Mrs. L. S. Coomer.

fested the slightest disposition to hinder the re-establishment of the Seattle houses. On the contrary, the disposition was to aid and encourage the business men of Seattle.

STEPS TOWARD REBUILDING AND IMPROVEMENT.

Before the fire had ceased burning, a meeting of citizens was called to consider the situation and to take steps for the continuance and protection of business. A number of serious questions naturally presented themselves. Should the city permit the erection of wooden buildings temporarily for the accommodation of business? Should the destruction of the buildings be taken advantage of to widen and straighten the main streets? Something of the intentions of the property owners it was desirable to know, so that the prospect of the business needs for the rest of the season might be better calculated. The ability and disposition of the banks to furnish money for rebuilding needed also to be known. To discover the drift and purposes of the citizens on these questions a meeting was called to take place at the First Regiment Armory at eleven o'clock on the morning of the seventh.

At the hour appointed five or six hundred of the business men assembled, and then occurred a meeting, the records of which, read in the light of subsequent events, were of the most extraordinary character. The business men of Seattle seem at that moment to have been endowed with prescience, and their impromptu disposition of the grave matters before them was directed by a certain spontaneous sagacity that could not have been improved upon. The secret of both these results was doubtless that in the midst of the disaster all was forgotten except the determination to build the city again and to take at once such measures as would result in the highest public good. The old Seattle spirit was once more alive. While the hearts of all were moved by these large ideas, which all were united in acting upon before personal or selfish interest came in to mar their unity, almost anything could be done. Seattle is peculiarly a city whose policy has been directed by the voice of the people at the public meeting.

The assemblage was composed of men who had just lost heavily by the fire, but it was remarked that men never looked more cheerful or buoyant. Upon the call to order Mayor Moran announced that the city council, which would meet in the evening, wished to know before taking the action made necessary by the fire, what was the wish of the citizens as to permitting the erection of temporary wooden structures within the fire limits, and whether they desired the straightening and widening of the principal streets. An almost unanimous expression was made that there should be no wooden shanties allowed, that the streets should be improved and that all action should be taken on the presumption that Seattle was to be rebuilt in the most substantial manner.

Judge J. P. Hoyt was first called upon. As a leading financier his views and advice were opportune. After speaking of the necessity of housing the business in some manner, he added, "We meet to-day in the presence of a calamity, but the people of Seattle will rise and pull together as they have always done when danger faced them in the past. Within five years they will have built a city that will stand forever as a monument to their enterprise. The banks may be depended upon to aid with all their power." The Judge and the banks were heartily cheered.

G. Morris Haller, being next called upon, said that he was unqualifiedly opposed to wooden structures and added, "We want to straighten out the cross streets; we want to put Front street right through. The property owners should give up twelve feet on each side of the street, making a fine thoroughfare ninety feet wide."

Jacob Furth said: "The time is not far distant when we shall look upon the fire as an actual benefit. I say we shall have a finer city than before, not within five years, but in eighteen months . . . . . . I have nothing to fear for the future of this city."

Governor Ferry feared it would work a hardship to compel all property owners to build at once of stone or brick, but closed by saying, "This has been called a great catastrophy. I don't think so. I heard a stranger say 'I never knew a live, go-ahead city that was injured by a fire.' That's the kind of a city Seattle is. Already it is rising from its ashes. As an evidence of the spirit of this city I will tell you that yesterday afternoon, when the walls of his hotel had fallen in and his house was fast going up in a chariot of fire, John

Collins said to me, 'Tomorrow, Governor, I will ask plans for a better hotel than that ever was.' Now let me say that those who wish to build bricks can get money of the banks here, and when they run low we can get all the money we want in San Francisco." The governor expressed the sentiment of all in saying that Front street must be made ninety feet wide.

Angus Mackintosh promised for the banks that they would not make money from the misfortunes of the people. Reasonable security was all they wished.

Judge J. R. Lewis made a characteristic speech in response to an enthusiastic call. He said: "The results of this fire will determine the metal of the people of Seattle. . . . . I havn't got much money, but I've got enough to commence rebuilding as soon as the bricks get cold; and I'll build longer and higher and better, and so will all of us. Seattle does everything on a grand scale; when we have a fire we have the biggest one, and now we'll go to work and build the biggest and grandest city. My friend, Guy Phinney, has men at work in the smoking trenches now, and will commence laying stone to-morrow morning. George Frye has let the contract and will have a better opera house within sixty days. Talk about defeat! why you can't kill this town. We've fought a great monopoly; we've fought water—would to God we'd had more of it yesterday—and now we won't let a fire conquer us. In eighteen months we will have a straight row of brick palaces for our merchants, in a straight line from Stetson & Post's sawmill to Belltown, and the glories of the new Seattle will eclipse the brightest dreams of the most sanguine."

Judge Hanford now rose and spoke of the necessity of settling the water front question and of replatting the city. In closing he said: "Seattle has not burned up. The men—the bone and sinew of Seattle—are here. We have our families; our houses are saved, and in eighteen months we shall have a grander city than we have ever dared to dream of." He moved that a committee of five be appointed to assist the council in replatting the city.

Speaking to this motion, ex-Governor Squire favored improvement and urged that they build from the bottom up. He spoke of the necessity of caring for the sick and destitute, and pledged five hundred dollars for their expenses out of his own pocket. He said on closing, "Let me say that, although I have only a few hundred dollars in the bank, my credit is good, and I will rebuild every one of my buildings that was burned."

Judge Hanford's motion was passed amid great enthusiasm, and Haller's motion not to allow any wood in the fire limits was carried with uproarious unanimity. A relief committee of five, with the Mayor as chairman, was provided. The announcement that Tacoma had raised a relief fund of ten thousand dollars in an hour, was loudly cheered and the sum was gratefully accepted, though it was the sentiment that Seattle should ask nothing. A question was asked whether to forward money which had been raised previous to the fire for the relief of Johnstown, Pennsylvania, then suffering from a disastrous flood. It was decided to send it, notwithstanding the necessities of Seattle's own people.

At the evening meeting citizens were invited to take part with the council. The conclusions of the morning were carried without dissent. No wood should be allowed in the burned district. Business might be done in tents, upon special permit of the city officers, but no saloons need apply. Any tents erected without permission should be torn down.

The committee on re-platting was constituted as follows: W. E. Boone, Thomas Ewing, C. H. Hanford, G. M. Haller and J. P. Hoyt. The relief committee was composed of the Mayor, *ex-officio;* E. P. Ferry, Thos. Burke, J. R. Lewis and G. H. Heilbron. The payment to the committee of Gov. Squire's contribution of five hundred dollars, and a hundred dollars from William Cochrane, led the list. Judge Lewis afterwards made a private contribution of nearly two hundred dollars.

The necessity of accommodating business and commerce, to be met in the manner indicated at these meetings, was most pressing. Unless stores were opened trade would necessarily go to other points and the city would suffer greatly. Tents, with plank flooring, were soon obtained and spread. Within five days snowy lines of canvas began to cover the blackened blocks, and before a fortnight business was crowding the streets as before. During the remainder of the summer and through the autumn and winter business was thus housed.

Much valuable property was saved from pilfering, and the proper persons were allowed to search the ruins for valuables and to open safes without disturbance. On the eleventh, as the guard was becoming worn out by constant service, it was deemed safe to withdraw them and leave the district to the police. In a short time thousands of people were on the grounds, the greater number saying that they were in search of relics. But it was soon apparent that the vicious classes were in the majority and that their object was to find valuables—money, gold articles, plate, etc. The crowd soon developed into an unruly mob beyond the control of the police. The military guard was therefore speedily recalled, and a body of relic hunters that the police could not move, was sent out of the burnt district in short order by the advance of two columns of soldiers with fixed bayonets. Guard duty was then continued until the city authorities were prepared to enforce order. Considering the extent of the disaster, the numbers of all classes turned loose and the amount of property exposed, the order maintained during this period was remarkably good. The greatest credit is due to the National Guard and all its officers.

CHAPTER IX.

EVENTS AFTER THE FIRE.

Work of Rebuilding the City—Growth in Population and Wealth—Sad Circumstances Connected with the Death of Dr. T. T. Minor and G. Morris Haller—Their Loss a Public Calamity—Adoption of a New City Charter—Outlook for the Future of Seattle.

NO time was lost in making efforts to rebuild. Reasons for beginning at once were numerous and good. In the rush of business in the city at the time, every day's delay in getting back on the old footing meant loss. Even more, in a time of such expansion, the failure to accommodate those seeking openings here would mean the

W. Lair Hill

loss of growth. A still more urgent reason for haste lay in the fact that, while money for rebuilding could be readily obtained if there was to be such general improvement as to make certain the metropolitan character of Seattle, little could be borrowed for a grade of work inferior to that which had been swept away. The city was looked upon by outsiders as consisting of its men, and, if they showed spirit and energy, that was sufficient security. But without this demonstration there was no foundation for credit. The situation was realized from the moment the destruction of the old city became certain, and just as soon as the embers began to cool, the work of reconstruction was begun, and was continued without interruption until the ruins had been replaced with large and stately buildings and the business district of the city was once more a scene of commercial activity. Indeed, the speed and thoroughness with which Seattle was rebuilt was phenomenal and almost without precedent. Eighteen months after the great disaster, all traces of it had been removed. Where wooden buildings had formerly stood were massive buildings of brick. Where brick buildings had been were palaces of commerce, the superiors of which but few cities possess.

Thus Seattle once more demonstrated its right to exist and its ability to prosper. It had previously shown its superiority to disaster and opposition. It now rose superior to the scourge of fire. The disaster did not end the era of prosperity and rapid growth. It only marked an epoch in that era. The city continued to grow. The population increased more rapidly than ever before. New enterprises were set in motion and new industries inaugurated. Not content with recovering the ground lost, the city attained a position far in advance of any that it had previously reached. Indeed, the prosperity was such that many, attributing it all to the fire, were led to look upon that event as a blessing rather than as a calamity.

In the midst of its prosperity Seattle was stricken with sorrow by the untimely death of two of its most prominent and respected citizens, Dr. Thomas T. Minor and G. Morris Haller. These gentlemen, accompanied by Lewis Cox, a brother-in-law of Mr. Haller, left Seattle on a hunting expedition in the last week of November, 1889. After several days of indifferent sport near the mouth of the Stillaguamish river, in Snohomish county, they determined to go to Whidbey island, hoping to have better success there. In the afternoon of December 2d, they left Stanwood, at the mouth of the Stillaguamish, in their canoes, intending to cross to the island, a distance of thirteen miles. The waters here are somewhat treacherous owing to cross-currents and tide-rips, and, in attempting to cross them in their frail canoes, the three gentlemen were entering upon a most dangerous undertaking. They did not realize this, however, and gaily bade good-by to those who watched them leave the landing at Stanwood.

They were never again seen alive. A full week passed after their disappearance before any anxiety was felt in regard to them at Seattle. When several more days had passed without their return, however, their friends became thoroughly alarmed. Search parties were organized and every effort was made to discover what fate had befallen the ill-starred hunters. After some days of intense anxiety, the canoes in which they had sailed were cast upon the beach. A few other articles known to have belonged to members of the party were recovered. All hope of the safety of the missing ones was then abandoned and the city gave itself up to grief.

Dr. Minor and Mr. Haller had occupied positions of the utmost importance in Seattle and in the state of Washington. Dr. Minor was one of the acknowledged leaders of the Republican party in the state. He had served as mayor of Seattle and as a member of the convention which framed the constitution of the state. For years he had been a prominent leader in Seattle and no important move was made in business, in politics or in social affairs without his approval and co-operation. Mr. Haller, though a younger man than his companion on the unfortunate hunting expedition, was scarcely less prominent. He occupied a high position in business circles and in society. In politics he was a Democrat and was one of the acknowledged leaders of his party. The death of two such men was justly regarded as a calamity to the state. Both houses of the legislature, which was then in session, passed resolutions expressive of sorrow and sympathy. On Sunday, December 15th, memorial services were held at the First Regiment Armory in Seattle. The members of the legislature and large delegations from the different cities on the Sound were in attendance. The entire state was stricken with sorrow and Seattle was bowed in grief as if in the presence of some great national calamity.

Several weeks later the body of Mr. Haller was recovered and that of Mr. Cox was also found where it had been cast upon the beach. No further trace of Dr. Minor was ever found.

This was the latest and, it is to be hoped, the last, tragic episode in Seattle's history.

In October, 1890, the city adopted a new charter. It had been found that the form of government which had been satisfactory to Seattle in its village days was inadequate to meet the wants of a great and growing city. A charter commission consisting of thirteen of the most prominent citizens was therefore chosen in accordance with the state law, and after several weeks of deliberation it submitted a charter for the future government of the city. This was adopted by the voters at an election held on October 1st, 1890, and Harry White, who had been a member of the city council under the old government, was chosen as the first mayor under the new.

The new system of government is still on trial and there are grave doubts as to whether it is as well adapted to its purpose as that which it succeeded. However that may be, nobody who has sympathetically followed the story of Seattle from its settlement in the midst of an almost unbroken forest to its present position of commanding greatness, can doubt that this chosen city is destined to win in the future greater victories than it has won in the past, or that its loyal, courageous and enterprising people will continue to bear forward the banner of progress which they have borne so loftily in the years that were.

CHAPTER X.

COMMERCIAL DEVELOPMENT AND GENERAL GROWTH.

Character of Early Commerce—The Lumber Trade—Development of Coal Mining—Yesler's Mill and its Effect upon Early Growth of Seattle—Early Merchants—Statistics Relating to Grain, Coal and Lumber—Period of General Commerce—Report of Governor Squire—Volume of Exports—Tonnage of Vessels Engaged in Trade—Present Condition of the Commercial Interests of Seattle.

THE commercial development of Seattle has been significant and characteristic of the city. As one of many points along the almost illimitable waters of Puget Sound, with its two thousand miles of shore line, most of which is quiet and sheltered, this city had at first no pre-eminence over any one of the score of milling and coaling stations between the Straits of Juan de Fuca and Budd's inlet. The character of the business done in the earliest, and even up to the present, times did not favor, and indeed almost positively forbade the concentration of business at any one point. The vessels first entering the Straits for piling and square timbers hove to in any bay where the forest trees overhung the water and where a force of settlers or Indians could be obtained to fell the trees and handle the logs. When, a few years later, the pioneers of the lumber business began erecting their mammoth sawmills and cutting the fir and cedar timber into beams and planking for the markets of California, South America and the Pacific islands, they found hundreds of sites just as good as Seattle and discovered nothing in the nature or circumstances of that business to make concentration at all advantageous. All the tendencies were, on the contrary, toward dispersion of it over the whole area of the Sound; for, desiring as large bodies of timber as possible, at the least expense for logging and of towage of rafts to the mills, the lumber manufacturing companies sought places near the great forests to erect their mills, each endeavoring to secure legal possession of the contiguous tract, to the extent of many sections, or, perhaps of whole townships. Hence it came about in a number of years that the mills of these companies were dispersed along the shore at a distance of from five to ten miles apart, and each carried on its own affairs in a manner of perfect independence. Each had its own ships, and being put thereby in direct communication with the markets of the world, they kept their own stores, their own shops, their own boarding houses and built the houses for the lodging of their employes. Such milling points as Port Gamble, Port Madison and Port Blakeley, were absolutely independent of any place north of San Francisco, and no small portion of the profit of the business done was derived from the management of the shops and stores, and from the board and rents.

There was nothing in the nature of the waters or shores of the Sound itself to forbid such an arrangement and management of the lumbering business. By this inland sea all parts were treated alike. No bars, reefs, shoals, currents or sheltering hills made one place essentially better than another. There was no place fixed by nature as the one pre-eminent lumbering station. Seattle, so far as she derived her commerce from this source, had no advantage over a score of places on Puget Sound. As the first place chosen for a steam sawmill, it enjoyed priority in time, but was soon passed in export of lumber by other places, and has long since ceased to export the article, but has become a consumer beyond its production.

By the coal mining industry, which rose next and began to flourish about ten years after that of lumbering, the area of commerce was restricted and the number of commercial sites limited. As coal was not found in paying quantities on the west side of the Sound, all that shore was separated from the hope of enjoying commercial preeminence. On the east side, too, the sites were limited to three—Bellingham bay, Elliott bay and Commencement bay.

At Bellingham bay the coal mined, while fit for use, was soggy and dirty, and upon discovery of something better was speedily discarded. At Elliott bay coal of the best quality was discovered and mined and attracted shipping from Portland and San Francisco, and within ten years these mines were supplying nearly half the coal consumed on the coast. Without question this fixed Seattle as the leading shipping point of Puget Sound. Development of the mines of Pierce county, whose coals are almost equal in extent and quality to those of King county, gave Tacoma an equal advantage with Seattle as a shipping point for coal. King county, however, still produces a large portion of the entire product of the state and a fourth more than Pierce.

But as neither coal nor lumber—but grain—is the chief export of the state, the grain shipping will be the next greatest step to gain. It may be frankly said that this is not yet attained. Much of the grain of Eastern Washington and Oregon, and of Idaho, goes to sea by way of Portland. But that this is owing to the unnatural railroad conditions hitherto maintained is well attested by the present desire in railroad circles to push the roads heretofore terminating at Portland on to Puget Sound, so as to bring the grain of the inland empire through the pass of the Columbia, and even from the Willamette valley to these waters. No foolish claim need be made that all the grain of Oregon will be shipped by the Sound. So long as Portland has the use of her rivers, and the deepening of their channels goes on under the operation of artificial government works, a considerable proportion of the surplus of that region, perhaps one-half to three-fourths, will seek the sea by the Columbia. But, conceding so much to Portland, observe the advantage still allowed to the Sound; for no one will claim that any considerable portion of the products of Eastern Washington will go by Portland when sufficient railroad communication is opened to the Sound by competing lines such as are already under way.

By no means is it yet true, nor will it be claimed that all the shipping of grain will be done from Seattle. Almost the whole shore line of the Sound on the east side is adapted to the building of wharves and elevators suitable for shipping grain. Yet the advantages of concentration so that ships may find a full cargo at the point to which they are dispatched by charter, are such that the grain shipping business will not be very widely dispersed. The point will be fixed where the ships can come nearest the grain fields, which is at Seattle. For the grain from the south, Tacoma has equal facilities, but for that from the east, Seattle is the nearest to the the greatest number of productive sections—being equally near by the Stampede pass, and nearer by the Snoqualmie, the Cady, and the Skagit passes.

Without dwelling upon what will be the development in the future, this chapter will give as nearly as possible the record of the commercial development in the past, by which Seattle became established as a lumbering station, and as such made the village, and by which it gained pre-eminence as the point for shipping coal, which it has not yet resigned. It will show, also, the extent to which it has advanced in gaining the grain shipping business. Some of this is woven in with the history of railroad development and of the struggle for existence, but it will be treated here only from its bearing on commerce and trade, with as little as possible of repetition.

First will be given an account of the establishment of trade, the kinds and extent of exports and imports, and a list of business houses with some statement of the growth of the city; following this will be given, as nearly complete as may be, some sketch of the men themselves who built up the trade of Seattle, in the order of their coming hither with a business aim. Materials for this are not so abundant as could be wished, the main dependence being the files of newspapers, and the recollection of the men concerned. While lacking in absolute accuracy and completeness, the record will be as truthful and comprehensive as possible.

COMMERCE.

Perhaps there is no one feature in which the attainments of the present day are so disproportionate to their ultimate volume as the commerce of Seattle, yet it is even now by no means insignificant.

In presenting a view of the rise and growth of this branch of the city's enterprise, it will be convenient to treat of it according to its periods of development. These have been about four and may be denominated according to the kinds of exports. The first by this division would be the period of square timbers and piling from about 1850 to about 1853-4; the second, the period of sawn timbers and lumber, from 1853-4 to 1864, and onwards indefinitely; the period of coal from 1864 to the present; the period of grain export from 1888 and onwards. The latter period might, perhaps, with more propriety, be called that of general commerce in all commodities.

FIRST PERIOD.

As has been mentioned heretofore, it is not easy to separate the commerce and shipping of Seattle from that of the rest of Puget Sound. Vessels came during this period to any point in the Sound that suited their purpose, which was to get piling or square timbers. The demand for such timbers grew out of the sudden growth of San Francisco, where, at first, lumber for buildings sold as high as $600 a thousand feet, and where piling was in great demand. Spars from the forests along the Sound were also sought.

The Sound scarcely got a full share of this very early California trade, since there were but the most scant settlements along its shores, and few captains were prepared to furnish a load by means of their own crew. It was from the Columbia, therefore, that the most of the timber and whip-sawed lumber that went to California, was obtained. Occasional vessels, however, made their way to the Sound, and as the demand for timbers became known and the people of the settlements found the means of doing so, piling was regularly hauled out of the woods to the beaches convenient for landing, and to a considerable extent squared for sills, plates, bridge timbers, etc. Just how much this commerce amounted to in the course of a year it would not be easy to say; yet several cargoes a season left Elliott bay each summer before the Indian war, and this was only a fraction of the amount which left the Sound.

In handling these heavy and bulky timbers the strength and ingenuity of the settlers was taxed to the utmost. In some cases they had no power but their own arms, and by skids, crowbars and blocks and tackles worked the logs to the shore and loaded them into the ship through the stern hatches. In course of time they obtained cattle and logged out the timbers as in the later days.

While this was the period of square timbers, these being all that the Sound had to export, it was also distinguished as a time of trading adventures. Small trading vessels, mostly brigs, would come to the towns along the shores of the Sound, having flour, pork and butter and provisions, and clothing and notions to trade off at prices according to the purses and needs of the people. As California gold was not scarce, and as goods and Yankee notions were, the traders often made a handsome profit on their articles. Vessels bearing men of means and intelligence exploring the waters for business or city sites or for the purpose of examining the timber with a view to locating sawmills, also arrived, and from the towns and mills established as a result of such investigations opened out the second period.

The effect of this trade and export of timbers on Seattle was quite marked. It was not the thing that made the place, but was that without which the place could not have been made. Unlike the agricultural or grazing portions of the Northwest, the primitive wilds of Elliott bay offered no means of livelihood, except to a limited extent by stock raising and fishing. To stick at all, the settlement must make some use of the thing bestowed most lavishly by nature, the timber. Most opportune, therefore, was it that there was such a demand for this in California as sent vessels cruising after it to the Sound. On Alki point, at Seattle, and on the Duwamish, the pioneers relied on this for their means of livelihood.

THE LUMBER PERIOD.

This began with the coming of H. L. Yesler, in October of 1852, with a view to cutting lumber on the Sound for the San Francisco market. The great mills at other points were all located and set in operation within four or five years thereafter, by Peabody, Roeder, Thompson, Campbell, Cranney, Grennan, Blinn, Williamson, Renton, Walker and others, as mentioned in a previous chapter.

Yesler's mill did not create the town, yet it did more than any one thing to fix the seat of the place. It created a business sufficient to furnish employment to nearly all the men in the town, and to attract others. As the first steam mill, and the first mill of any capacity, it gave a temporary advantage to the town, placing the means of building decent houses and establishing pleasant homes within the reach of the people. The effect of this in fixing the people here was very great. The pioneers of Seattle were, first of all, home-makers rather than money-makers. Having once fixed their family seat at this place and having acquired the home interest after the disruption of their old ties in the states from which they came, they clung tenaciously to the homes they had made with their own hands in the wilderness. The business, life and means of support afforded by Yesler's mill gave fresh strength to the original advantage held by Seattle. Now, instead of working at piling and square timbers, the people of Elliott bay turned their attention to logging and to seeking employment in the mill. Mr. Yesler gave the preference to the original Seattle people, and to a considerable degree assumed the responsibility of finding employment for the people of the place. By this means the town was held together, and, before the Indian war, became established as the chief place on the lower Sound.

The capacity of the mill was fourteen thousand feet per day. A feature of Mr. Yesler's business here was his extreme liberality in the use of his money. Instead of following the policy of putting his profits in the securities of other places, he loaned to his neighbors, often with no adequate security, and at a personal loss. But thereby he kept in operation undertakings that must otherwise have passed from Seattle.

Like the other mill owners he had his stock of goods, and kept his mess house for such employes as had no homes of their own. These, however, became village centres, and stimulated a public spirit instead of dampening it.

The advantage now held by Seattle in having a productive farming region on the White and Duwamish rivers, and such valleys as those of the Cedar, Green and Snoqualmie rivers at a greater distance now became apparent. No other town on the Sound had these rich lands at its back. By this fact Seattle became, to some extent, a distributing point for a flourishing agricultural region.

Up to 1860 the value of the lumber cut was not greatly in excess of one hundred thousand dollars a year; the cut for that year being about five million feet for all King county. In 1870 the product had doubled, yet the value could not have been twice as much, since the price was falling. In 1880 it had reached forty million feet, and in 1890 about two hundred million feet, making a total value of three million dollars, about the same as that of the coal exported. The lumber period, therefore, is not passed, and has hardly been eclipsed, but yet it is no longer distinctive, since but little of the lumber is ship-

David Kellogg

ped, the great bulk being absorbed in the uses of the city. Distinctively, the lumber period of export is from about 1854 to 1864, or possibly a few years later. During that period Seattle was distinctively a lumbering point. It revolved around the mill, and seemed to have no separate existence. A stranger not knowing its potencies in other directions, would not distinguish it from the other milling points until, in 1861, the erection of the Territorial University showed a higher ambition and energy, and in 1864 the promise of coal became visible. During these ten years the place had the stores of Yesler, of C. C. Terry, of Horton, Denny & Phillips, of Williamson, and a few others not so steadily maintained. In 1860 there were but twenty families in the town.

THE COAL PERIOD.

An account will be found elsewhere of the discovery and development of the coal mines east of Seattle. Discovery at a very early period, of coal on the shore of Bellingham bay led to the belief that it might be found at other points along the Sound. Indications were observed on the banks of the Duwamish in a canyon back of Steele's landing, but upon examination showed no value. The vein next up the stream was found on the Black river, opposite the present town of Renton. Extensive examination was made by the proprietor and some of the coal was mined, and, although proving a fairly combustible article, and in the absence of all else probably worth digging, was soon given up as inferior. On Coal creek, east of Lake Washington, the next mine was examined and this proved an excellent lignite. It was opened and the mine known as the Newcastle, producing what is usually called the Seattle coal, has been mined to this date, having produced over a million tons since opening. Near the union of Cedar river with Black river, in the vicinity of Renton, is the Renton mine and above this the Talbot. The Green river mines are at a distance twice as great, and produce an article still better. On the Snoqualmie river are still other fields and mines, worked to some extent. A number of years were passed in experiment and it was not until 1871 that any considerable shipment was made, this being 4,918 tons. In 1876 the product of the mines near Seattle had reached about one hundred and forty thousand tons, about three-fourths of which was shipped.

At present about five hundred thousand tons per annum are shipped from Seattle.

From a special report of James F. Jones, mining engineer and superintendent, to Governor Squire in 1884, the following accurate description of the mines and the coals of King county is taken:

The Newcastle mine is located in King county, on sections 26 and 27, township 24 north, range 5 east of Willamette meridian, eighteen and one-half miles from tide water at Seattle, its shipping point.

The output has been increasing annually since 1872, from a few hundred tons to 218,742 tons in 1883, which equaled nearly twenty-two per cent. of the Pacific Coast consumption, and fifty-five per cent. of the product of the territory.

The coal is taken from three beds and is commercially known as the Seattle lignite, having a bright lustre and a good fracture. It is a good and choice fuel for steam generating and for domestic use, and is chiefly sold in California and Oregon. A ton of the coarse coal in its marketable condition is equal to forty-one cubic feet.

The approximate analysis of the coal is:

Fixed carbon	53
Hydro carbon	35
Moisture	5
Ash	7

The beds are, beginning at the lowest, fourteen feet, ten feet and five feet in thickness. The formation is folded into what is geologically termed "basins," with their sides sloping from thirty degrees to fifty degrees, and the course of the trend of the axis about north eighty degrees west.

The Franklin mine is located in King county, on sections 19, 18 and 7, township 21, north range 7 east, Willamette Meridian, on the border of Green river, thirty-two and one-half miles from tide water.

There are three coal beds developed ranging from eight feet to eighteen feet in thickness. The coal is of the bituminous kind and is chemically richer in carbon than the Seattle coal. The analysis of the three beds is as follows:

	No. 10 vein.	*No. 12.*	*No. 14.*
Fixed carbon	57.68	50.78	51.82
Hydro carbon	33.92	34.63	40.07
Moisture	3.33	3.66	4.01
Ash	5.07	10.93	4.10
Coke	62.75	61.71	55.92

For 1890 the coal product of King county is given as follows:

	Tons.
Coal Creek	159,524
Black Diamond	173,024
Franklin and Fulton	63,779
Cedar Mountain	21,740
Gilman	70,239
Total	488,306

For purposes of comparison the following may be added as the product of Pierce county:

	Tons.
Carbon Hill	302,071
South Prairie	74,902
Tacoma Coal and Coke Company	14,170
Wilkeson Mines	12,211
Total	403,354

The Roslyn mine, east of the Cascades, turns out 419,471, and Thurston county, from Bucoda, 386,420 tons, placing King county in the lead of all by nearly 70,000 tons, or a value of a quarter of a million dollars.

PERIOD OF GENERAL COMMERCE.

Exact data of the volume of exports from Seattle for the years since a custom house has been established cannot be obtained, owing to the fact that the vessels passing out through the straits have been recorded at Port Townsend as simply from the Sound in general, and not from any particular point on it.

Since 1884, statistics relative to the entire customs district have been published, and Seattle, as the chief city, may claim a chief share.

The commerce of the state, and more particularly of the Sound, for 1884, is somewhat minutely described by Governor Squire as follows:

> The commercial relations of Washington Territory are widely diversified. The remark of the collector of customs for the Puget Sound district to the effect that only two ports of the United States exceeded Port Townsend, the port of entry of this district, in American ocean steam vessels for foreign trade, to wit., New York and San Francisco, forcibly suggests this fact.
>
> The extensive ramifications of the trade of the western division of the territory is further made apparent by the fact that vessels have cleared during the year for which this report is rendered for ports in British Columbia, Mexico, Hawaiian islands, Australia, Fiji islands, China, Japan, South America, England, Ireland, Central America and Peru. Besides, a coastwise trade with California and Alaska furnishes an important factor in the premises. The surplus grain, wool, and salmon of the eastern and southern part of the territory have hitherto been principally shipped by way of the Oregon custom house at Portland and Astoria and no account has been taken of these productions, which for the purposes of a full showing would belong to this territory. Thousands of cattle are being driven or shipped by rail direct to the east without any custom house record being taken of their numbers and value; and shipments of grain for this season have been made by rail in the same direction; so that the aggregate exports of the territory cannot now be accurately computed.

The amount of freight handled at Tacoma by the Northern Pacific railroad, to-wit.: 232,298.4 tons received (including coal) and 26,002 tons forwarded, for the year ending June 30, 1884; and the further fact that the Oregon Improvement company handled 50,000 tons of commercial freight during the year at their docks and warehouses in Seattle, besides 235,167 tons of coal, are important items in the group of facts connected with this subject, which must challenge marked attention.

The list of eighty-four steam vessels, ranging in size from the five ton propeller to the splendid steamer *Olympian*, now registered at the office of the collection district of Puget Sound (all of which are employed in the domestic freight and passenger traffic of Puget Sound alone) furnishes another suggestive item in this connection.

The number of vessels documented of Port Townsend, port of entry for Puget Sound collection district, for the fiscal year ending June 30, 1884, was 164, of which number 86 were sailing and 78 steam, with a total tonage of 47,332 tons. There were entered and cleared in the same district at the custom house for the fiscal year ending June 30, 1884, 1,788 vessels, with an aggregate tonnage of 998,513 tons. Of this number 345 vessels were coastwise, having 326,125 tons, and 1,443 were foreign, with a tonnage of 672,388 tons.

At least one third of the Puget Sound tonnage is of licensed vessels running to San Francisco and other coast ports. They are not required to report to this custom house and are not included in the above estimate. Adding these to the above to obtain the aggregate tonnage of Puget Sound, it is found to consist of 2,384 vessels with a tonnage of 1,331,351.

In 1883 the average entrances and clearances monthly was	**113**
Average coastwise entrances not reported	**38**
Total	**151**
Total export foreign trade for fiscal year 1883	**$1,770,219**
Total value exports domestic and coastwise for fiscal year 1883	**6,000,000**

In addition to the above there were exported during the fiscal year 1883, hops to the value of $1,000,000, making an aggregate of exports of nearly $9,000,000.

Total value of exports of foreign trade for fiscal year 1884	**$1,946,394**
Total value exports domestic and coastwise for fiscal year 1884	**6,000,000**

The proportion of American to foreign bottoms in the Puget Sound collection district trade is 1 foreign to 23 American.

For 1885 Governor Squire reported 92 steam vessels registered at the office of the collection district of Puget Sound, employed exclusively in the domestic and passenger traffic of the Sound; 169 vessels of all classes were documented at the Port Townsend district office, aggregating 47,657 tons, 89 being sail and 80 steam. The number entered and cleared was 2,130, aggregating 930,374 tons, of which 178 were coastwise and 1,952 were foreign; adding one-third for the unregistered vessels to San Francisco brought the total up to 2,840, with a tonnage of 1,240,499. The proportion of American to foreign was 25 to 1. There were built fourteen new vessels, eight steam of 675, and six sail of 967 tons. The total collections for the year were $47,575.83; a falling off due to reduction in tonnage dues on vessels entering from foreign ports, and other fees. The total value as appearing from official sources of exports was, foreign, $3,184,908; domestic and coastwise, $7,000,000; total of $10,184,908.

For 1886 the following summary may be given. Owing to the shipments of the products of the Territory directly to the east and by way of the Columbia river route through Oregon to the Pacific Coast, it is not possible to give an exact statement of the commerce of the entire territory. The only official data to be had is from the custom house at Port Townsend, the port of entry for Puget Sound, at which the records show the total value of exports for foreign and domestic trade for the fiscal year to be about $10,000,000. Thus far this has not included any record of our exports of wheat, which had mostly gone by way of Portland and have been classed as Oregon wheat.

The fleet of steamers belonging to the collection district of Puget Sound, and engaged in domestic business thereon numbered in all, ninety-five vessels.

For 1887 the clearances are given as 617,886 tons; and the entrances, 657,465 tons.

For 1888 the export of wheat reached a value of $1,659,825; of lumber, $1,185,097.91; and of others, $958,435.09; making a total of $3,803,533. The entrances for that year were, under register, 941,167 tons, and under license, 509,121 tons, making a total of 1,450,288; the total clearances were 1,474,595 tons. This year was marked by the first shipments of wheat.

For 1889 the entrances aggregated 1,540,009 tons, and clearances 1,555,009 tons; the value of foreign exports by sea from Puget Sound $3,011,682, and of domestic nearly $8,000,000. The custom house collections were $129,816; imports in bond, $707,806, and entries for trans-shipment $204,340.

The shipments of wheat from the Sound were by Tacoma, and mostly by Portland shippers. There were nineteen cargoes, aggregating 821,397 centals, valued at $1,157,435. This is noticeable as exhibiting the development of wheat shipping from the Sound.

The imports of tea in bond and for trans-shipment, to the value of over $800,000, is indicative of a growing trans-Pacific trade.

The lumber trade of the entire Puget Sound country for 1889, of which Seattle is the leading city, and for whose benefit, to a large extent, this trade still continues, reached a value in 1889 of over $12,000,000, the cut being about one billion feet. The market was extended to the Mississipi valley, to Boston, and even to London. 900,000,000 shingles were manufactured.

The total number of vessels owned and controlled on the Sound in 1889 was 152 in freight and passenger traffic on the Sound, and 87 ocean craft; 116 of the former, and 15 of the latter, were steam vessels. The aggregate tonnage of all was 89,876. Forty of these were owned by residents of Seattle.

Of the principal mills cutting for export, Port Blakeley was first, despatching eighty-nine cargoes, aggregating almost fifty million feet. The Tacoma Mill company despatched seventy-one cargoes, of nearly forty million feet aggregate. The Port Discovery Mill company, sixty-six, of over thirty-three million aggregate. The Puget Mill company, from Port Gamble, fifty-eight cargoes, of over thirty million feet; from Port Ludlow, thirty-four cargoes, of over eighteen and a half million feet, and from Utsalady, thirty-four cargoes, of over eleven million feet in the aggregate.

For 1890 the record is as follows: The total of the year for imports in bond was $814,377, of which $808,777 was tea and the remainder principally wools and pelts.

Subjoined we give the year's record of imports and exports of the Puget Sound district, compiled from the books of the custom house, Port Townsend. It should be stated that many vessels plying regularly between Puget Sound and California ports, in the lumber and coal trade, take out a license for one year, and are not required to enter or clear at the custom house on each voyage. The statistics are from December 1, 1889, to November 30, 1890, one full year:

TOTAL OCEAN COMMERCE.

Entrances.	*Vessels.*	*Tons.*	
Foreign	1,484	1,156,450	
Coastwise	637	729,823	
			1,886,273
Clearances.			
Foreign	1,493	1,179,499	
Coastwise	642	734,316	

Following is the lumber cut of Puget Sound and the state as compiled by the Seattle *Post-Intelligencer*, from December 1, 1889, to November 30, 1890:

THE LUMBER CUT OF PUGET SOUND.

	Lumber,	*Lath, etc.*
Washington mill	22,391,000	7,200,000
Port Madison mill	21,116,000	5,429,000
Port Discovery mill	31,035,521	10,906,400
Puget Mill Co., Pt. Gamble	28,432,655	8,999,790
Puget Mill Co., Ludlow	21,051,144	9,069,523
Puget Mill Co., Utsalady	25,799,585	7,808,118
St. Paul & Tacoma mill	48,990,415	7,572,000
Gig Harbor Lumber Co	19,575,269	6,979,175
Tacoma Mill Co	70,538,453	28,322,800
Port Blakeley Mill Co	69,000,000	28,000,000
Thirteen mills in Seattle	192,600,000	23,000,000
Local mills in Tacoma	107,300,000	13,200,000
Bellingham Bay mills	55,000,000	8,200,000
All other mills	64,500,000	9,500,000
Total Puget Sound mills	779,330,042	174,186,806

THE CUT FOR THE STATE.

Puget Sound mills	779,330,042
Gray's Harbor (7 mills)	117,500,000
Willapa Harbor (2 mills)	38,000,000
Columbia river (7 mills)	87,000,000
Between Kalama and Tacoma (11 mills)	93,000,000
All others (16 mills)	108,000,000
Grand total for the state	1,222,830,042

THE FOREIGN DISTRIBUTION.

The distribution among nations to which lumber was shipped foreign is as follows:

Argentine Republic	$ 9,229
Belgium	12,813
Bolivia	7,634
Guatemala	12,218
Chili	262,855
China	56,326
Ecuador	6,688
French possessions	10,378
Germany	8,089
England	39,064
Australia	533,142
Hawaiian islands	229,480
Mexico, on the Pacific	42,553
Peru	76,846
Spain, on the Mediteranean	7,912
Uraguay	9,573

The export of wheat, from Puget Sound, has now reached one-third of the surplus of the Columbia basin. This much being diverted from the carrying trade by way of Portland.

Owing to impediments in navigation, in the Columbia river, the cost of entering that river, and ascending to Portland, is nearly twice as much as to Seattle, as shown by experiment, and wheat is preferred here at ten cents more per bushel. The exports from the Sound reached a value of $1,885,009, in 27 cargoes.

MERCANTILE HOUSES AND VOLUME OF TRADE.

Commercial interests began at Seattle, in the most natural manner, being but an outgrowth of the trading from the vessels that came to the place for piling and square timbers.

As soon as the people then here were assured of a sale of timbers, they made ready cargoes, which the crafts took aboard, loading the longer and more unwieldly round timbers through the front hatches into the hold, and adding, if obtainable, a deck load of square timbers. While thus taking on a cargo, the captain carried on a trade with the people on board the vessel. It was soon seen to be profitable to leave the remaining stock behind at the village, to be sold off on commission. To Mr. A. A. Denny, first fell the lot of taking such goods, and disposing of them. A store was therefore provided, at the northwest corner of Commercial and Washington streets, being in a building one-story high, and about twenty by thirty feet. Here, for a short time, Mr. Denny sold goods on commission, but soon associated with himself, Mr. Dexter Horton and Mr. Phillips. The stock kept on hand was of all sorts—provisions, hardware, cloths, cutlery and notions, but was not of large value. Soon after undertaking this business, Mr. Denny and his partners were able to place themselves upon an independent basis, the former going to San Francisco to purchase his annual stock. At the time of the Indian war, Mr. Denny withdrew from the business, to enter the volunteer service. Horton and Phillips continued together a number of years, until the institution of the bank by Horton, and the death about the same time of Phillips. The business was then passed to Atkins & Shoudy, and subsequently to Crawford & Harrington, since further transformed to Harrington and Smith.

A second establishment was that of C. C. Terry, who effected a trade with Dr. Maynard, and obtained a business site at Seattle, and afterwards purchased the west half of the Boren donation claim.

Upon the establishment of Yesler's mill, the proprietor began to keep a small stock of goods for his hands, but this business was gradually restricted to flour, feed and the like.

Plummer and Chase soon began a business at the southwest corner of Commercial and Main streets. Also on Commercial street, Dr. Williamson had a store. Some Jewish merchants also kept a shop for a short time before the Indian war.

All of these were general variety stores, supplying the wants of the townspeople and of the settlements on the Duwamish, the White and the Black rivers. The money in the settlement at the time was that brought by the pioneers themselves, which, in some cases, as of Mr. Yesler, was considerable; or was obtained on the spot by sale of piling and square timbers; or of beef, pork, butter and vegetables from the young places along the river. As soon as the saw mill was running, a steady inflow of specie began.

The great wholesale business of Harrington & Smith was established in Seattle in 1867 under the firm name of Crawford & Harrington. These two gentlemen had been engaged at Portland with the large house of Corbett & McCleay, but, looking for an independent business they selected Seattle, then but an obscure point, as the scene of their future operations. Without much capital, they began on a small scale, purchasing the little store of George F. Frye, on the east side of Commercial street. A year later they bought the store of Atkins & Shoudy, the successors of Dexter, Horton & Co., on Commercial street. After ten years of prosperity Crawford sold his interest to Andrew Smith of San Francisco, and the name was changed to its present form. From 1870 to 1883 they occupied the building of Dexter, Horton & Co., which in the latter year became theirs by purchase, together with the ground on which it stood, and the wharf in the rear, for all of which they paid $75,000. The store building was of stone, 30x78 feet in size, with a full basement. This building partially survived the fire, and after renovation was used—and has been to the present—for store purposes, although below the present grade of the street. On the rear of the lot to Railroad avenue, and to the wharf line, the property is theirs, and was occupied by warehouses and wharf, which were consumed and have been rebuilt. A splendid brick building has been erected on this property, and the old building on Commercial street will be replaced. This is one of the most historic corners in the city.

Schwabacher Bros. & Co. were established here in 1869, with Mr. Bailey Gatzert as resident partner. The store was first opened on the site of the old New England hotel, but in 1872 the firm erected a building on the west side of Commercial street, at the corner of Mill, or Yesler avenue. This was the first brick structure in Seattle. It was 30x120 feet, and two stories in height. In the course of ten years their business had so increased as to demand a new building, and in 1883 they put up a second building of brick 44x56 feet, three stories and basement, fronting on Yesler avenue and abutting at the rear on the old building, thus giving them two fronts. From this they carried on a most extensive trade in all parts of Washington, having branch houses and numerous business connections, until the buildings were destroyed in the great fire. With very little delay, however, magnificent new buildings were erected, and the volume of business has increased vastly. Before the fire the firm carried a stock of over quarter of a million dollars in value, much of which found shelter in their warehouses, one of which was 40x160 feet, and the other 30x60. This has been the leading wholesale house for general merchandise. Personally Mr. Gatzert has been one of the leading and most useful men in the commerce of the city. With remarkable liberality of views and generosity in act, he has assisted almost every worthy enterprise, and was particularly forward in assisting the coal industry in its struggling days. As a recognized leader in the Seattle Chamber of Commerce he has exerted a commanding influence on the development of the city through that organization.

Frauenthal Brothers were established in the city in 1869. They have maintained a high record as a reliable and extensive business house. In 1876 they erected on Commercial street a brick store building 30x80 feet, dealing chiefly in dry goods, clothing, and such farm products as wool and hides. Since the fire they have renewed and enlarged their business.

In 1870 Messrs. I. Waddell and Z. C. Miles entered into partnership for the purpose of carrying on a general stove and tinware business. Their first store was a little room at the head of Commercial street on Main. The increase of the business was rapid, being $2,500 per year for five or six years, and then at the rate of $5,000 and $10,000 annually. In 1886 they were occupying a building 35x80 feet, with a work room in the rear 35x50, and ample storage room in the basement.

The pioneer book and stationery store of Seattle was established in 1871 by Coombs & Brown. A short time after they began business W. H. Pumphrey bought Mr. Brown's interest, when the firm became known as Coombs & Pumphrey, later as Pumphrey & Young, then Pumphrey & Lowman, and of late years as W. H. Pumphrey & Co.

In 1875 was established the hardware store of James Campbell, on the east side of Front street. It was first conducted as a partnership business, under the name of Wald & Campbell; until in 1886 it was wholly controlled by Mr. Campbell. He then carried a full line of goods to the value of $35,000, consisting of general hardware, implements, ship-chandlery, wagons and the like. His trade extended over the entire Sound country, and even into British Columbia.

In the spring of 1876, W. P. Boyd, G. Poncin and F. Young associated themselves together under the firm name of Boyd, Poncin & Young, opened a little dry goods store on Front street, and named it the Arcade. It was a strictly retail establishment, and met with immediate success. A few years later, Mr. Young dying, the business was continued by his surviving associates. Their trade became so extensive, that larger quarters became necessary, and in 1882 they bought land, and erected a brick building, 35x90 feet, of two stories and basement. Soon after this, W. P. Boyd & Co. succeeded to the business, occupying the same building to the time of the fire. After the fire, the firm erected a magnificent building, which it still occupies.

One of the most noticeable establishments is that of Toklas, Singerman & Company, of the San Francisco store, on the west side of Front street, at the corner of Columbia. Not only is the building very fine, but the display of goods, and the arrangement of lights for the evening show, is excelled by no establishment in any American city. As to management of the store itself, the conduct of its multiplex departments, and the manner of effecting sales, it is on a par with the best New York houses, and employs their most approved methods.

The firm of Auerbach, Toklas & Singerman first came to Seattle in 1875, with a small stock of goods, which they opened out in a wooden building on Front street. Two years later they sold out and went to San Francisco, but, finding that the memory of their success in Seattle still went with them, and securing a full stock of goods they returned a few months later, with an idea of permanency, and rented a small building on Commercial street. Their business flourished to such an extent that in 1882 they were in urgent need of quarters of the most ample proportions. They found none such in the city, and prevailed upon the managers of the Hinds estate to erect a brick building for them on the corner of Commercial and Washington streets. Immediately upon its completion they occupied the first floor, 60x100 feet, and one basement room 35x60 feet, for a storage department. The firm name was now Toklas & Singerman, the business being then, as now, under the management of Mr. J. B. McDougal. One year later the pressure became again so great that they extended their rooms to the entire building, using the upper

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rooms for the carpet and millinery departments. To relieve the pressure which soon again overtook them, they constructed a gallery in the rear, employing the Lampson patent railway to facilitate the wrapping and disposition of parcels.

Arrangements were made in 1886 for still further extension, which were brought to completion by the erection of a magnificent building on the corner of Front and Columbia streets. Although suffering heavily by the fire, they were among the first to recover, going into their present magnificent building just one year from the date of the conflagration.

The book and stationery store of Griffith Davies & Co. was established in 1880, on Front street. Its site was subsequently moved to the old *Post* building on Front street at the foot of Cherry, thence to a site on Cherry street, and afterwards to more commodious quarters on Front street. In a few years the firm was carrying a $20,000 stock, and doing business in almost every part of Washington.

S. Davis & Co., clothiers, began business in the city in 1870, increasing their trade gradually until they carried a stock of $10,000.

As merchant tailor Samuel Kenny came to Seattle in 1867, accepting employment, however, with Stone & Burnett, for five years, when he opened a merchant tailoring establishment on Commercial street. In 1886 he was employing six men and carrying a stock worth $10,000.

Jacob Levy opened a tailoring shop on Commercial street in 1871, long retaining the same site.

L. P. Smith & Son, Jewelers, began business on Front street in 1869 and were soon carrying a $12,000 stock. The firm continued in business for almost twenty years.

The drug business was practically begun as a business separate from that of the physic carried by the doctors, in 1864, by Gardner Kellogg, who has carried on the City drug store for more than a quarter of a century. M. A. Kelly opened a drug store at the corner of Commercial and Mill streets in 1870. F. A. Pontius engaged early in this business on Front street near Cherry, and was succeeded in 1884 by Hasbrouck & Terry.

The pioneer boot and shoe dealers—as a separate line—were H.

Jones & Co., who commenced business in 1867. In 1878 Raymond & Treen, of Olympia, founded here a branch; but soon the entire plant was transferred to this point, and a branch established in Tacoma. In 1878 Adam Orth also located here, opening a little boot and shoe store on Cherry street, but afterwards moving to a site on Front street. In 1880 John Kenny came to Seattle establishing a business in the same line.

The gun store of L. Neuman was opened in 1878, and Hardy & Hall opened a stock in the same line a few years later.

A list of business houses at the present time would be too extended for insertion here. Great growth has been made, however, as may be shown by the following: For 1890 Toklas, Singerman & Co., were carrying a stock of goods valued at $600,000, and doing a business the aggregate of whose transactions were $600,000. Schwabacher Bros. reported an increase of twenty per cent. Staver & Walker, a large house, established here as a branch, reported a business of $600,000 in agricultural and mill machinery.

A. S. Burwell, of the Seattle Hadware company, which was established in 1884, reported an increase of 60 per cent. in his jobbing and retail trade, and estimated the hardware business of the city at $2,500,000. C. L. Webb of the Risdon-Cahn wholesale company, reported a business of $1,000,000. Hyams, Pauson & Co., a wholesale clothing house opened at Seattle in February, 1889, reported their store in this city as having done more business than any one of their eight great houses at Chicago, San Francisco and other large cities. Fischer & McDonald, wholesale grocers, reported an increase of 25 per cent. The Okanogan Live Stock and Dressed Beef company reported sales of $350,000. The Puget Sound Dressed Beef company reported a business of $1,200,000 a year and estimated the fresh meat business of the city at $2,400,000.

The feature of trade which is now most marked is jobbing in all parts of the surrounding country. In this regard Seattle is now recognized as a trade center, and the Eastern houses are said to be withdrawing their commercial agents and leaving the field.

CHAPTER XI.

MANUFACTURES.

Advantages possessed by Seattle for Manufacturing—Early Lumber Mills and their Operators—Northwestern Cracker Company—Soap Works—Furniture Manufactory—Iron Works—Brass and Bell Foundry—Leather Manufacturing—Breweries—Progress of Recent Industrial Enterprises—Ship Building—List of Vessels Built at Seattle.

THE manufactures of Seattle have for the most part in the past been confined to the local demands of the city, or, at the greatest, to those of the small region surrounding it. Properly speaking, manufacturing can scarcely be said to have begun until the idea is formed of manufacturing for all markets.

Of the advantages possessed by Seattle for the most extensive operations in this branch of industry, something has already been said. Not only does the city front towards all the Pacific world, having the best opportunity for sending its wares to South America, Mexico, the Sandwich and other ocean islands, and to the great empires of Japan, China and India, where the demand for the wares and machinery of America must be constantly increasing; but, in addition to this, it has exceptional facilities for turning out manufactured articles. Timber, coal, iron, all abound at its doors. For the working of iron the coke and charcoal necessary may be made as cheaply as anywhere in the world. The limestone for flux in the iron furnaces is at hand. The iron is the best for the production of steel.

It is not supposed that the great manufactories will be placed within the limits of the city, or along the city front, as this would necessitate the acquisition of property held at great prices, and incur the expense of city taxation. They will rather be situated at advantageous positions along the lakes and railroad lines, at a distance of five to ten miles; but will be owned and operated by Seattle men, and be tributary to the city. As Chicago is becoming girdled with manufacturing towns, like Pullman and Harvey, at a distance of ten to twelve miles, so will it be at Seattle. A most enticing picture is spread out before the mind, not only of what may be, but of what will be. But this must be left to the business men of the present and the future. Our task is to record what has been done, which, if not so brilliant and extensive, is nevertheless more secure. Strictly considered, some of the things named as manufactures are not so in the broad sense, but as indicating what the people have done to help themselves, are well worthy of mention.

The lumber industry, hitherto that of most importance, is not a complete system of manufacture, since the product is in a certain sense a raw material, requiring further labor bestowed before becoming fit for use. But it is still properly classed as a manufacturing industry, as it requires labor and expense to transform the standing timber into beams and planking. This was the first form of manufacturing. The Yesler mill, previously mentioned, was built in October, 1852, with a capacity of fifteen thousand feet per day.

In the spring of 1875, George W. Stetson and J. J. Post formed a partnership and opened a small sash and door factory at the foot of Yesler avenue, renting power from Yesler's old mill. This was the beginning of the great mill next succeeding, which has sent Seattle lumber all over the world.

Stetson and Post were practical men and hard workers, and as a result their quarters on Mill street soon became too small for their trade. In 1876 they secured a site at the foot of Commercial street, now occupied by their sash and door factory, and started a small saw mill in connection with their factory—advancing and enlarging according to their ability. Two years later, however, they found the demand for enlargement so great that they determined to build a large sawmill, and turn their old one into a sash and door works exclusively. The new mill was set a few hundred yards southwest of the latter, and was completed late in 1882. It did good work until its destruction by fire in 1885. A new mill, much larger and more complete, was then erected on the same site. It was run regularly thereafter, cutting 60,000 feet in ten hours; the greater part of which was sold in California and Mexico. In 1889 it was totally destroyed in the great fire, but has been rebuilt.

The Oregon Improvement company's mill was established during the construction of the Seattle & Walla Walla railroad, occupying a site on the flats at the foot of South Second street. It was built by James M. Colman to supply materials for the working out of his contract—one of the many results of his wonderful enterprise during that period—and had a capacity of 20,000 feet per day. At the sale of the railroad the mill also passed to Villard and was confined almost exclusively, until 1885, in cutting ties and timbers for railroad construction. In that year a new mill was built 100 yards south of the old. It was 60x190 feet in dimensions and two stories in height with an engine room 40x60. At the time of the fire all was consumed, and the company, in order to meet their orders, secured the mill machinery of Tatum & Bowen, of Portland, rebuilding as soon as possible to twice the original capacity.

The Seattle Lumber & Commercial company's mill was one of the most important in the city. It was located on the city front between Marion and Madison streets, occupying the whole block. The enterprise was started in 1881 by the firm of Card & Lair who bought the machinery of the old Port Orchard mill of Captain Renton for temporary use. These men sold out soon to the Seattle Lumber and Commercial company, of which Isaac Dobson became president; D. B. Denton, secretary, and A. Mackintosh, treasurer. A fine new mill was erected with a capacity of 30,000 feet per day of ten hours, and had, adjoining, a sash and door factory capable of turning out 2,000 pieces per day. An average of fifty men were employed during its most active years. This mill also was totally consumed in the great fire.

One of the most successful sawmills is that at the southern end of Lake Union. It is owned by the Western Mill company, of which D. T. Denny is one of the principal stockholders. The mill is 50x200 feet with immense lumber yards. A sash and door factory and furniture factory occupy the second story of the building. This mill has been improved and enlarged until it is now one of the great lumbering establishments of the place.

George Newell's sawmill is located in the southern part of the city. It was built in 1883 by George Newell and G. H. Preston with a capacity of 10,000 feet per day. Preston afterwards disposed of his interest to Newell, and the latter has operated the mill successfully, supplying South Seattle and the Duwamish and making a specialty of chair stock for the San Francisco market.

Reckoned as factories are the various foundries, furniture manufactories, and cracker factories and breweries. These deserve mention as evidence of the home industry and enterprise which has not despised the day of small things.

In January, 1885, papers were filed incorporating the Northwestern Cracker company. As leader in this enterprise was Captain David Gilmore, through whose exertions the work of erecting buildings and securing machinery was rapidly forwarded. The structure erected was of wood, and the ovens and necessary apparatus was of the best character, and a capacity of converting thirty barrels of flour into the various forms of hard bread was attained. The work was scarcely under way, however, when the whole plant was destroyed by fire. Immediately taking action to re-establish the enterprise, Captain Gilmore organized a joint stock company, consisting of D. Gilmore, Charles Craig, A. M. Brookes, G. W. Vining, Charles LeBallister, and others. The latest improvements in machinery were obtained and a four story building was put up. A capacity of using thirty-three barrels of flour in ten hours was reached, and trade was secured in all parts of the Sound country and British Columbia. Determined opposition was experienced from the competing California establishments, but was speedily overcome.

The Seattle Soap Works were established in 1886 by Messrs. R. M. Hopkins and C. B. Bussell. They fitted up an old grist mill at the foot of Seneca street and were soon able to turn out an excellent article of household, toilet and laundry soaps. At first they met with many disadvantages and drawbacks, being obliged to contend with the opposition of the San Francisco manufacturers and to overcome home prejudice, but before the year was out they had gained an established reputation, and, besides supplying the market at home, were shipping to other points in Washington and British Columbia. From twelve tons per month the capacity was early increased to sixty tons.

The Seattle Feed Mills was an enterprise established in 1886 by Mr. J. H. Walker, an experienced miller from Oregon. The various meals and graham flours were turned out and the great excellence of Puget Sound oats was fully developed. Even Puget Sound fall wheat was found to make a good brand of flour.

The manufacture of furniture, of which the greater portion is even yet imported from the East, although a number of our own hard woods and mountain timber is suitable for the best grade of this character of manufacture, was begun as early as 1872 by the Hall & Paulson Furniture company. Their factory was located at the foot of Commercial street and was well equipped. In 1883 the company bought the Baker & Hamilton hardwood sawmill at the mouth of the Duwamish river to supply stock for the factory. The establishment employed from 65 to 70 men when running full capacity, including the crews in the mill, the factory and the upholstering department.

The Lake Union Furniture company, occupying the second story of the building of the Western Mill company, early began the manufacture of furniture in a small way.

The Washington Iron Works was originally located near the foot of South Second street, and was first established by Tenny & Frink in 1880. In 1882 it was made a joint stock company, and in 1884 was re-incorporated, George W. Harris becoming president, James Redman secretary, and J. M. Frink superintendent.

A brass and bell foundry was established before 1886 by John E. Good, near the foot of Commercial street. It was soon able to turn out five hundred pounds of work per day. A superior babbit metal, the result of Mr. Good's experiments, has been manufactured under a secret process in this shop and has gained a wide reputation.

The Moran Bros.' machine and repairing shop was established in 1882 in a small building on Yesler's wharf. Robert and Peter Moran were the owners, and their enterprise and skill so advanced their business as to necessitate a new building, which they proceeded to erect on leased ground on Yesler avenue. Their business was afterwards increased to large dimensions.

The iron works of C. H. Almond and W. R. Phillips was established in Seattle in 1885. They first leased the foundry connected with the Seattle iron works, after which they occupied more extensive quarters on Front street, and enlarged their business. Railroad, sawmill and foundry work was their specialty. Since the fire they have occupied large shops on West street.

The Seattle Boiler works were established early in the eighties by Geo. Kelly, who turned out marine and sawmill boilers, and did much in the way of tank and boiler repairiug.

The Seattle Hide and Leather company was formed in 1886 by Mr. David Kellogg. He had before that time been engaged in buying and shipping hides, but, seeing the greater profits of tanning, went into that business. A tract of three hundred acres of hemlock forest was purchased on Clallam bay. Mr. H. H. Green became associated in the business with Mr. Kellogg. Shipments of leather soon began, and the business was very prosperous.

Four breweries were operated in 1886, the North Pacific, of A. Slorah, on the Pontius tract near Lake Union; the Bay View, of J. Hamrich & Co., on the beach road in the southern part of the city; the Puget Sound brewery, of E. F. Sweeney, on the line of the Puget Sound railroad; and the Seattle brewery, of Ernest Romey, on Mill street near the county jail.

The cigar factory of Wa Chong was the first in the city, but in 1886 another was established by A. C. Miller who employed only white labor.

MORE RECENT DEVELOPMENT.

During 1888 local manufacturing received a new impulse. A number of new establishments were started. Most important among these were the Seattle Dry Dock and Ship Building company, incorporated with a capital of $75,000, of which the president was Bailey Gatzert; the vice-president, Robert Moran, who was also general manager; the secretary, N. G. Rogers, and the treasurer, Chas. MacDonald. The site chosen was at the foot of Charles street. The Pacific Coast Excelsior factory was also established in that year. It turned out an excellent article.

The Washington Broom Factory was established in May of that year.

The Scott Feed Mill was built, three stories in height on a foundation 60x60 feet.

Expansion was noted in all lines of manufacturing. Eight sawmills were operated. The Stetson & Post cut 70,000 feet per day running the entire year, and employing one hundred and fifty men, making an output of $500,000. The Commercial Company's mills cut about 55 thousand per day, besides 4,000,000 laths and 180,000 boxes, making a value of $425,000. The Oregon Improvement company built a new mill with a capacity of 70,000 feet per day, and turned out 30,000 feet, employing fifty-six men. The Western mill cut 10,000,000 feet, employed seventy-five men, and increased the capacity to 80,000 feet. George Newell, on the Duwamish, increased the capacity of his mill to 40,000 feet per day and employed thirty men. The Mechanics mill was established in 1888, employing thirty to fifty men, cutting 25,000 feet per day and turning off a value of $80,000. The Kirkland Lumber company began in 1888, establishing themselves at the old Lake Washington mill, cutting 45,000 feet a day and employing fifty men. The Pacific Manufacturing company in North Seattle began operations in the same year, with capacity of 20,000 feet and employing twenty-five men. The Huron Lumber company, with mills at Windsor, capacity 40,000 feet, established a yard in Seattle.

For 1890 there was considerable expansion, the total product of the manufactures being estimated at $11,000,000. Employment was given to 4,200 men.

As to manufactories on the way to realization, a competent authority gives the following outlook:

> During 1890 a boot and shoe factory, with a capacity of ninety pairs per day was established by Thorse & Bar, and the product finds a ready sale.
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> Amongst important new enterprises is the mill of the Seattle Flouring Mill Company at Ravenna Park, with a capacity of 150 barrels per day. Since the establishment of the wheat elevators, a project for a mill of large capacity on the tide flats has been set on foot, and will probably be consummated.
>
> The immense Kirkland iron works on Lake Washington are in course of construction.
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> The manufactures of Seattle are already a distinct factor in the activity of the place. They give steady employment to many men at remunerative wages. Their sale brings in large sums of money from the outside. But, with the exception of saw-

mills, no line of industry has been developed in a high degree, nor indeed, to such extent as the growth of the city and the facilities for the disposal of the product warrant. The opportunity for the establishment of one industry of great magnitude is recognized and fully appreciated by the projectors of the Kirkland iron works. A movement is on foot for the establishment of another industry of hardly less importance than the iron works. That is a great sugar refinery. Seattle has special advantages for the refining of sugar possessed by no other Pacific Coast city. The crude product of the Pacific comes from the Hawaiian and Fiji islands, and is now utilized wholly by two refineries at San Francisco. There were imported into California last year 243,000,000 pounds of sugar by vessels which returned to Honolulu in ballast or came to the Sound empty and loaded with lumber for the Hawaiian islands. H. P. Carter, Hawaiian minister to the United States, has interested himself in the Seattle project, and has guaranteed to aid the establishment of a refinery. At least $500,000 will be necessary, and an attempt will be made to secure $1,000,000. $100,000 has been subscribed in Seattle and $200,000 is wanted. The remainder will be subscribed in the east and Honolulu.

A street car factory has also been established, and a wire nail factory is anticipated.

SHIP BUILDING.

It is scarcely possible to give an exact list of the vessels built at Seattle, but it will be desirable to do so as far as possible.

One of the earliest ship-builders was William Hammond, who came to the city in 1870. In 1873 Reed Brothers rented Yesler's yard, having moved hither from Port Madison.

In 1858—The schooner *Industry*, 10.73 tons, was built; in 1855, the schooner *Challenge*, 37.69 tons; and in 1864, the steamer *Alki*, 81.62 tons.

In 1870—There were launched the schooner *Planter*, 121 tons; the steamer *James Mastic*, of 8 tons; and the barge *Diana*, of 24 tons.

In 1871—The steamer *Cornet*, 56 tons; steamer *Clara*, 26 tons; steamer *Zephyr*, 162 tons; and the schooner *Solita*, 120 tons.

In 1871—At West Seattle there were launched the steamer *Etta White*, 97 tons; steamer *Seabeck*, 39 tons; the scow *M. S. Drew*, 28 tons.

In 1872—The schooner *Big River*.

In 1873—The scow *Western Terminus*, 56 tons.

In 1874—The barkentine *Ella*, 260 tons.

In 1874—The schooner *C. C. Perkins*, 27 tons; the scow *Schwabacher*, 19 tons; the steamer *Ada*, 81 tons; and the steamer *Lena Gray*, 155 tons.

In 1875—The steamer *Fannie*, 4.40 tons; the steamer *Minnie May*, 5 tons; bark *C. O. Whitmore*, 1400.55 tons; the barkentine *Kate Flickinger*, 472 tons.

In 1876—The steamer *Nellie*, 100 tons.

In 1878—The steamer *Henry Bailey*, 87.62 tons.

In 1879—The steamer *L. M. Starr*, of the Puget Sound Steam Navigation company, 150 feet long, 28 feet beam, 9 feet hold; steamer *Susy*, 47.43 tons; steamer *Tacoma*, 42.21 tons.

In 1880—The steamer *Celilo*, 32.62 tons; steamer *Geo. E. Starr*, 472.66 tons; steamer *North Pacific*.

In 1881—The sloop *City of Seattle*, 7 tons; schooner *Two Jacks*, 6 tons; steamer *Jessie*, 12 tons; steamer *Sea Witch*, 38 tons; steamer *Shoo Fly*, 6.52 tons; steamer *Alki*, 45 tons; steamer *Louise*, 86.80 tons; steamer *Lillie*, 80 tons; steamer *Augusta*, 19.54 tons; steamer *Angeles*, 39.81 tons.

In 1882—Steamer *Hope*, 76.56 tons; steamer *James McNaught*, 94.70 tons; steamer *Evangel*, 14.9 tons; steamer *Alki*, 45.22 tons; steamer *Seattle*, 6.56 tons.

In 1883—At Seattle, the steamer *Edith R.*, 57.84 tons; steamer *Edna*, 19.53 tons; steamer *Glide*, 78.54 tons; steamer *Lottie*, 25.44 tons; steamer *Lucy*, 32.06 tons; steamer *Merwin*, 166.04 tons; steamer *Planter*, 32.06 tons; steamer *Lone Fisherman*, 6.46 tons; steamer *Willie*, 55.94 tons; steamer *Tillie*, 16.76 tons; steamer *Brick*, 9.77 tons; steamer *Port Susan*, 14.42 tons; steamer *Queen City*, 33.66 tons; steamer *Arrow*, 9.25 tons; steamer *Bob Irving*, 125.50 tons; steamer *W. F. Monroe*, 99.81 tons; steamer *Colby*, 5 tons; steamer *Pearl*, 34.17 tons; steamer *Rustler*, 51.82 tons; steamer *Washington*, 166.04 tons.

In 1884—The steamer *Squak*, 18.51 tons, at Lake Washington; steamer *Cascade*, 59.31 tons; steamer *Pearl*, 53.91 tons; the schooner *Albatross*, 6.86 tons; schooner *C. C. Perkins*, 25.38 tons.

In 1885—Steamer *J. C. Brittain*, 105.34 tons.

In 1886—The steamer *Grace*, 27.22 tons; steamer *Gleaner*, 17.14 tons; schooner *Adventure*, 12.90 tons; schooner *Allie I. Algar*, 75.45 tons; steamer *Edith E.*, at Houghton, 11.88 tons.

In 1887—The steamer *Violet*, 8.56; steamer *J. M. Colman*, 43.17

tons; *Lura Maud*, at Lake Washington, 36.48 tons; steamer *Yakima*, 99.81 tons; steamer *Rainier*, 51.54 tons.

In 1888—Steamer *J. E. Bowden*, 53.08 tons; schooner *Alice*, 13.20 tons; schooner *Cora May*, 12.43 tons; steamer *Kirkland*, 64.53 tons.

In 1889—Steamer *Dispatch*, 29.32 tons; steamer *Mabel*, 114.79 tons; steamer *Bee*, 9.43 tons.

In 1890—Schooner *Marguerite*, 12.16 tons, built by C. Poole; sloop *Big Six*, 6.33 tons, built by J. H. Lintz; steamer *Hornet*, 15.22 tons, built by A. G. Sandstrom; steamer *J. R. McDonald*, 280.49, 127 feet long, 25.8 feet beam, 6.7 feet deep, at Ballard, by T. W. Lake; steamer *C. C. Calkins*, 59.69 tons, built by W. C. Peterson; steamer *Mary Kraft*, 44.83 tons, built by W. C. Peterson; steamer *Duck Hunter*, 9.84 tons, built by J. T. Mitchell; steamer *Bailey Gatzert*, 560 tons, 177.3 feet long, 32.3 feet beam, 8 feet depth, at Ballard, by J. J. Holland; the fire boat, steamer, *Snoqualmie*, 109.87 tons, 76 feet long, 15.6 feet beam, 6.4 depth, by A. Allen; steamer *Occident*, 63.45 tons, built by T. W. Lake; steamer *Manhattan*, 170.42 tons, built by T. W. Lake; steamer *Abe Perkins*, 14.32 tons, built by M. H. Riddle; steamer *City of Latona*, 18.89 tons, built by J. Moore; steamer *Annie*, 8.58 tons, built by A. Allen; steamer *Edith E.*, 24.75, built by Christianer.

CHAPTER XII.

RAILROADS AND NAVIGATION.

Seattle as a Railroad Center—The Northern Pacific—The Seattle and Walla Walla—Union Pacific—Canadian Pacific—Great Northern—Columbia and Puget Sound—Seattle, Lake Shore and Eastern—Electric and Cable Lines—Steam Navigation—Commercial Institutions.

SEATTLE is now a well recognized railroad center. It is a terminal point of the Northern Pacific; the anticipated terminus of the Union Pacific and of the Great Northern, and the American terminus of the Canadian Pacific. The last named three are not yet completed but are so far under way of construction that they may properly be included. Besides these transcontinental lines, there are the Columbia

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& Puget Sound and the Seattle, Lake Shore & Eastern, in full operation. There are also more than fifty miles of electric and cable roads in the city. In this chapter a succinct statement of the organization and building of these lines will be made, avoiding, as far as possible, repetition of the facts brought out in the discussion of the struggle for existence. The facts here presented have no special reference to that struggle, and relate to the progress of the roads themselves, rather than to that of the city.

The Northern Pacific Railroad company was first chartered in 1864. The charter, approved July 2d, 1864, by President Lincoln, constituted the company a body corporate and politic, authorized to construct a line of railway from some point on Lake Superior in Minnesota or Wisconsin, by the most eligible railroad route to be determined by the company, within the United States and north of the forty-fifth parallel of latitude, to some point on Puget Sound, with a branch via the valley of the Columbia river, to a point at or near Portland, in Oregon, leaving the main line not more than three hundred miles from its western terminus, having a capital stock of one million shares of one hundred dollars each; and also a grant of land for all purposes of construction and operation, and a land subsidy of the odd numbered sections for twenty miles on each side of the road where it passed through the territories, and for ten miles through the states, or about 47,360,000 acres, coal and iron lands not being excepted. Work was to begin within two years, and not less than fifty miles must be completed each year thereafter, the whole to be done by July 4th 1876. Josiah Perham became first President of the company.

Although the land grant was munificent and was valued by the president of the company at $473,000,000, sufficient to build the road and leave $353,600,000 for the stockholders; nevertheless, more immediately profitable investments were open to capitalists in the bonds of the Union Pacific company as guaranteed by the government, and in 1866, instead of being able to begin the work of construction, the company was obliged to seek an extension of time and to present reasons for more substantial aid. A bill was therefore presented in the house of representatives providing that interest to a certain amount of bonds issued upon completion of twenty-five mile sections of the road be guaranteed, securing the credit of the company to the extent of about $66,000,000, and that the government in return for this service take security for principal and interest on the lands of the company the term of such loan of credit to be twenty years. The measure, however, failed, and two years later the work was still untouched. In the meantime the directorate of the company was reorganized with General J. Gregory Smith as president.

One of the friends of the company was Senator Howard of Michigan, who did much to bring the subject before the country. The route of the road was described by him in the *Detroit Advertiser and Tribune*, October, 1867, as follows:

> The line would probably start at Bayfield or Superior City (lat. 46 deg., 20 min. north) and run in a westerly direction through Minnesota, with a branch to St. Paul (lat. 45 deg.) through the territories of Dakota, Montana, Idaho and Washington, throwing off the branch to Portland on the Columbia river, in Oregon. This branch, it is probable, would commence at the crossing of the Columbia, not far from Walla Walla, and would be not far from 350 miles long; while the main trunk line would pass a little north of west and terminate at a town or settlement now known as Seattle, at the head of Puget Sound in latitude 47 deg. 20 min., one of the finest and most secure harbors on the globe, communicating with the Pacific through the Straits of Fuca, a broad and deep channel, which has Vancouver island on the north.

A new effort was made to get substantial aid of the government, and Senator Howard stated the grounds for it in the following language:

> "It was thought by those interested at the time of the granting of the Northern Pacific charter in 1864 that no cash subsidy would be needed from the government, and they engaged that, if Congress would grant them quadruple the land granted to the Union Pacific company, they would go on and accomplish the mighty enterprise of uniting by rail the lakes and the Pacific. But they found that they could not use their lands as security for loans of money while capitalists found safer and better investment in the vast amount of government bonds issued to the Union Pacific and its branches. This state of things necessitated an application by them to Congress for cash subsidies, similar to those granted to the Union Pacific and its branches."

Under this stimulus surveys of route were undertaken in 1867, and prosecuted with vigor.

While these efforts were going on at the east, the people of Washington were not remiss in pressing the claims of the company upon Congress and in December, 1867, forwarded to Congress a memorial earnestly requesting further assistance for the company.

The bill as finally framed and presented by Senator Howard of Michigan, contained the following provisions: Whenever twenty miles of the road are completed, for the secretary of the treasury to issue to the company 6 per cent. bonds to the following amounts: On that portion of the road embraced between the eastern terminus and the 109th meridian of longitude $16,000 per mile; between this and the 119th meridian (being mountain district), $48,000 per mile, and between the 119th and the western terminus $32,000 per mile. Even before a whole twenty-mile section was completed the secretary to be empowered to issue the bonds to the extent of two-thirds the sum involved, and the rest on completion of the section.

The bill was referred to the committee on Pacific railroads, and owing to an irregularity—the minority of the committee preparing and publishing in the newspapers of the country a minority report declaring against the policy embodied in Howard's bill—a wave of popular feeling was created against giving bonded aid to two Pacific roads. The majority of the committee made strenuous exertions to carry the measure but failed. The only legislation obtained was a bill granting the right to connect the two proposed termini but allowing no grant or subsidy.

Hope of obtaining aid of the government in bonds or money was thereafter wholly given up and new effort was made to turn the land grant to account. Two definite lines of policy were pursued; one to proceed with the surveys and interest capitalists in the scheme, and the other to get such legislation through Congress as would give them the largest possible credit on their lands. They therefore sent surveyors into the field and on the score of work already begun interested Jay Cooke & Co. of Philadelphia, the greatest bankers of the day in America, and on the second line of policy sought to make the line to the Sound via Portland the main trunk, and the line across the Cascades the branch. The announcement that Cooke was to build the road was received by the country with enthusiasm.

Early in the session of 1870, permission was asked of Congress to substitute the branch for the main line, thus bringing the trunk line down the Columbia river past Portland, and through the valley of the Cowlitz to the Sound, and the branch across the Cascade mountains, but work on the main line, as thus rearranged, to begin first. This gave the company a land grant on the division from Portland to the Sound, before denied them. The request was granted and the right to take lieu lands for such sections of the grant as had been previously taken by settlers or speculators, and to make a single mortgage covering all the company's property, was also conferred.

Work was begun on the western division in 1871, and completed to Tacoma, the terminus chosen on the Sound, at the close of 1873. The failure of Jay Cooke & Co., in the same year, brought all active operations to a close. G. W. Cass had become president of the company and retained the office for a time; but C. B. Wright, as president of the land company, was the most active man in the corporation during the period. Surveys were run for the branch to nearly encircle Washington, and lands to the amount of 20,000,000 acres were hypothetically laid off to the company and restrained from settlement. Frederick Billings, previously interested in the road, became the leading spirit, and was bringing affairs to a point to renew the work—Congress forbearing to declare the land grant forfeited—but in 1880 was superseded by Henry Villard, who secured the stock of the company by secret purchase. The road, from its eastern stopping place in Dakota, where it had been left by Cooke, was built through to Wallula on the Columbia. The section from Portland to Kalama, and the extension from Tacoma to Seattle were pushed nearly to completion before January, 1884. Together with the Oregon Railway and Navigation line from Wallula to Portland, under the same management, this brought transcontinental communication to Seattle. The section between Tacoma and Seattle was not operated until 1886, but since that time has been an integral part of the system. The completion of the division from Pasco to Tacoma in 1887–8, has brought Seattle within four days of Chicago. Despite the infelicities incident upon building, the Northern Pacific is a stupendous work, and, operated in the interest of the people, will stand as a monument of enterprise.

Upon the accession of T. F. Oakes to the presidency of the Northern Pacific in 1888, a policy calculated to put the road on a sound paying basis was inaugurated, and upon attaining this, plans of extending branches and feeders to all parts of the state have been perfected. It is the declared purpose of the company to make the old road the main trunk line and to converge upon it as many as possible of the local lines. Without doubt Tacoma will remain the diverging point on the waters of the Sound, but Seattle will be accorded equal facilities and advantages, not so much as a matter of justice as a matter of necessity on the part of the Northern Pacific itself. The trade of Seattle must be secured by the railroad.

THE SEATTLE AND WALLA WALLA RAILROAD.

So long as Seattle was depending upon the Northern Pacific it thought nothing of railroad building on its own account, but when, on July 15th, 1873, word was received that the terminus of the transcontinental line had been fixed at Tacoma and that therefore Seattle would be left without a road, it was immediately determined to organize a company and begin a narrow-gauge track through the Snoqualmie pass to the Yakima country and Walla Walla. The reasoning upon which the undertaking was based was thus presented in the *Intelligencer* of July 19th, 1873: "We have nothing to fear from the rivalry of a terminal city which is only a terminus for the Columbia river line, and not also for the line across the mountains. Our work and duty, then, is plain. In this view it is a life and death struggle for us. We must at once go to work, organize a company, secure capital and build a railroad for ourselves across Snoqualmie pass. That alone will be our permanent salvation. With it we can defy all rivalry, without it we are forever dead as a business point. We have offered as a donation to the Northern Pacific railroad company $717,000 in land and money to come here, a sum greater by fifteen thousand dollars than all the assessable property of Pierce county. We have been refused. We must now pledge three times that amount for a road of our own which we shall own and control. Walla Walla farmers, merchants and capitalists and all Eastern Washington are directly interested with us and will be sure to help us in this undertaking."

The subject of a road was thoroughly canvassed by Selucius Garfielde, and the following conclusions were reached: Seattle must have a railroad of its own, independent of any foreign company, whether Northern or Union Pacific. To connect with the Northern at any point would be simply to add to the freight on goods hither the expense of bringing them to Seattle from that point, over the price of bringing them to Tacoma, for the Northern Pacific would make that point and Tacoma common traffic points. Not to put Seattle to a disadvantage, therefore, the road should be carried to the grain fields, whence the freight was to come—to Walla Walla. To depend on the Union Pacific was to depend on a bankrupt company, and it was six hundred miles to the nearest point on its road. A broad-gauge to unite with either of these was therefore unnecessary; and, moreover, the expense of building a broad-gauge would be nearly twice as great as that of building a narrow-gauge. To raise the means for a narrow-gauge—about four million dollars—land along the route should be given by land owners, to the value, if possible, of a million dollars—sufficient to guarantee a loan to begin the work and pay interest until the road reaching the coal mines would pay in traffic the interest on bonds. The counties along the line should be empowered to guarantee interest on a million dollars of bonds. Means for organizing should be supplied at once by cash subscriptions for stock.

On July 23d, 1873, a company was formed and the articles of incorporation were filed under the name of the Seattle & Walla Walla Railroad and Transportation company, with capital stock of $10,000,000; principal place of business Seattle, and the following trustees: A. A. Denny, John Collins, Franklin Matthias, Angus Mackintosh, H. L. Yesler, James McNaught, J. J. McGilvra, Dexter Horton and J. M. Colman.

The spirit of the people of Walla Walla in reference to the road was thus spoken of by the *Union* of that city: "So far as we can judge from what we have heard on the streets within a few days, we are of the belief that our people to a man are in the warmest sympathy with their friends at Seattle, and will be but too glad to do what they can to assist in the construction of the road. As for ourselves, we feel that it is our duty to give it what encouragement we can, believing it is at least one railroad scheme that has not for its object the grabbing of land, and the founding of temporary bogus termini with which to ensnare and cheat the people."

During the remainder of the year 1873, the efforts of the company were directed towards securing subscriptions in land and money, which reached a value of about half a million dollars, in securing necessary legislation and in interesting the Walla Walla people. Legislation was passed by the Territorial Assembly permitting the bonding of counties in the interest of the road, and Messrs. Denny and McGilvra made a trip to Walla Walla, meeting with hearty aid and encouragement.

Both county aid and the assistance and co-operation of Walla Walla ultimately failed. The former was not allowed by Congress and the latter was prevented by political schemers at Walla Walla and in Oregon. The survey, however, was undertaken and the route located by the spring of 1874, and on the first of May the ground was broken. Some five or six miles were graded that year. In 1875 an arrangement was made with the Renton and Talbot coal companies by which about four or five miles of the road was built from Steele's landing on the Duwamish to the Renton and Talbot mines.

In 1876 the work was definitely taken up by Mr. J. M. Colman, and the first fifteen miles were built and equipped and placed in running order by March, 1887. The road was operated with great profit, paying as high as thirty per cent. on the investment. In 1880 it became the property of the Oregon Improvement company, and in 1883, under the promise of a subsidy from the people of Seattle of $150,000, the extension to the Green river coal fields was undertaken, but not at once completed. The name was changed to the "Columbia & Puget Sound Railroad," and it is now the property of the Oregon Improvement company. Its present length is fifty-two miles.

A value of millions of dollars has been brought to Seattle by this road, and while it will not probably be much further extended, no road has been or ever will be regarded with more interest by the people of Seattle.

THE SEATTLE, LAKE SHORE & EASTERN.

The Seattle, Lake Shore and Eastern Railroad originated entirely in Seattle, being the effort of the people of the city to gain for themselves the benefit of direct trade across the Cascade mountains denied them by the Northern Pacific. As defined in the act of incorporation the route began on tidewater at Smith's Cove, and thence passed easterly to Lake Union and to Union bay on Lake Washington, following the shore of that body of water on the northerly side and penetrating the hill and mountain region by the valley of the Snoqualmie river, to cross the mountains by the Snoqualmie pass and terminate in Eastern Washington at Walla Walla and also at Spokane Falls. As modified, a branch is now built reaching the Canadian Pacific on the north.

The company was organized in April, 1885, being incorporated on the 29th of that month by J. R. McDonald, F. H. Osgood, Thomas Burke, Thomas T. Minor, Daniel H. Gilman, John Leary, D. T. Denny, George Kinnear, G. M. Haller, Griffith Davies, William Cochrane and J. W. Currie. Named as trustees to transact all business until the following October were J. R. McDonald, Thos. Burke, F. H. Osgood, T. T. Minor and James Currie. Upon organizing there were chosen as the officers of the company, president, J. R. McDonald; vice-president, T. T. Minor; secretary and auditor, Thos. Burke; assistant secretary, E. H. Jefferson; treasurer, F. H. Osgood; and manager, D. H. Gilman. For engineer the company was fortunate in obtaining a thoroughly practical and competent man, F. H. Whitworth; while for superintendent of construction, one of the incorporators, J. W. Currie, was selected. The capital stock was fixed at $5,000,000, and the term of corporate existence at fifty years.

Property to an ample extent was obtained at Smith's Cove of Dr. H. A. Smith. The work of construction was begun in January, 1887, and the first section was completed in less than a year. The temporary objective was the Squak coal field, and this was early reached and the output brought down to the bunkers.

Desiring to reach the city proper the company subsequently petitioned the city for right-of-way, and by act of the council what has been named Railroad avenue was set aside as a street, being wholly on the water of the bay west of, and nearly parallel with West street. On this avenue the Seattle, Lake Shore & Eastern was allowed a track way of twenty feet in width.

Construction of this road has been constantly going on under the management of the same company as at first until late in 1890, and at present there are 212.4 miles in operation, 50 of which are in Eastern Washington out from Spokane Falls. Connection with the Canadian Pacific has been practically made by the northern branch. The road is now practically controlled by the Northern Pacific.

THE GREAT NORTHERN.

Although this is a history of what has been done rather than an account of what has been planned, the Great Northern has advanced to such a point that it merits mention as an established line.

This line took its origin in Minnesota as a grain shipping road, being pushed forward by James Hill. Its present Eastern connections are thus detailed: The Great Northern railroad is the amalgamation of the Hill system known for so many years as the Manitoba, the Great Northern being formed for the especial purpose of concentrating all the lines of that system under one name and management, though, indeed, a part of that purpose seems to have been completely attained under the old designation of Manitoba. The system now embraces over 3,300 miles of road, covering Wisconsin, Minnesota, North Dakota, South Dakota and Montana. A line of six steel steamships gives connection at Duluth with Buffalo, over the great lakes, and thence by the Erie canal with New York city.

An account of its sudden appearance on the Pacific Coast in quest of a port is given as follows:

> On the morning of March 8, 1890, the *Post-Intelligencer* contained the announcement that the Great Northern railroad had definitely decided to seek an outlet to Puget Sound, and to make Seattle its chief western terminus. The statement was made upon authority of Vice-President Clough and Chief Engineer Beckler, of the Great Northern, and was confirmed by the action of those officials in asking for right of way on Railroad avenue, and in securing terminal grounds at Smith's cove and on the tide flats in the southern portion of the city. The vice-president and chief engineer had come to Puget Sound with instructions to seek and locate a terminal

point that would combine perfect facilities for an ocean outlet and commercial inducements of a substantial nature. The officials were for some time examining into the situation on Puget Sound, and they finally settled upon Seattle as the most advantageous point at which to locate the terminal. It is not necessary to discuss the reasons which were instrumental in bringing about this conclusion. They will commend themselves to every one acquainted with the situation.

The first move of the Great Northern officials was to organize a local corporation in Seattle, with a capital stock of $10,000,000, and to ask the city council for sixty feet right-of-way, sufficient to construct and operate four tracks on Railroad avenue. The object of formation of the corporation was to take advantage of the provisions of the state statutes, which do not allow a foreign corporation to secure right-of-way, by condemnation, and, doubtless, to enlist local interest and favor in the new corporation. The council speedily granted the right-of-way, and preparations for the construction of the road were carried on vigorously, and so far as compatible with prudence and ordinarily good business policy, in an open and public manner—in marked distinction to the policy of inactivity, hesitation and vacillation that had characterized the movements of other roads.

The aim and plan of the road on this coast is shown below. It will thus sustain the same relation to Seattle as the Northern Pacific to Tacoma, being the point of divergence of the arms of the highway towards the south and the north.

"I intend to have a road like a rake," said Mr. Hill to Judge Burke in New York last fall, "with Seattle as the focal point, and prongs that reach all the principal cities of the Northwest. The handle will be the trunk line extending east," and Mr. Hill will unquestionably apply his rake vigorously to every part of the Northwest where there is paying business to be gathered. In fulfillment of this idea a road is already projected from Seattle to Portland. The preliminary survey has been made and a part of the right-of-way secured. Connection will be made at Seattle with the Seattle and Montana and, further north, with the Fairhaven and Southern and a through transverse line from Portland to New Westminster thus established. This will be the backbone of the great railroad rake. Doubtless little feeders and spurs will ultimately run out from the backbone and then Mr. Hill's expressive figure will be complete.

The route of the road running north from Seattle follows closely the east shore of the Sound. Leaving Seattle and Ballard, it goes through Edmonds, Mukilteo and Port Gardner, crossing the Snohomish river at Marysville. Thence it skirts the eastern border of the

Tulalip Indian reservation and goes over the Stillaguamish near Stanwood. Passing through Mount Vernon, the Skagit is crossed about one mile north, and the Fairhaven and Southern is reached on John Prairie, about six miles further on, the distance from Seattle at this point being eighty-one miles. Thence Fairhaven, seventeen miles to the north, is reached over the completed portion of that road. The road goes on through Whatcom to the British boundary at Blaine, and thence to New Westminster, a total distance from Seattle of one hundred and forty-six miles.

The Great Northern has acquired by condemnation and purchase about one hundred and forty acres of land on the tide flats of Seattle, adjoining the terminal grounds of the Oregon Improvement company and Northern Pacific, upon which are to be erected its freight houses and yards. In Gilman's addition it has sixty-five acres, extending from Smith's cove to Salmon bay, where are to be its principal car and repair shops. The railroad company, with the purchase of the Fairhaven and Southern, acquired ample land and warehouse facilities for the transaction of its business there, and at every other point along its lines it carefully makes sufficient provision for the transaction of its business as a common carrier. With the lands it has obtained in Seattle, and with its sixty-foot franchise over Railroad avenue, the Great Northern has probably the largest and most convenient terminals possessed by any railroad in any city on the Pacific Coast.

THE UNION PACIFIC.

Shortly after the Great Northern secured a right-of-way into Seattle, the Union Pacific applied for a similar privilege. This was readily obtained, and that company is now constructing a road to connect at Portland with its transcontinental system.

STREET RAILWAYS.

Following is a succinct statement of the street railway lines at the beginning of 1890:

Scarcely less important to Seattle than its railroad connections is its magnificent system of cable and electric roads, by which one is enabled to reach any part of the city from the business center in comfort and safety and in a very few moments. Incredible as it may seem, this young city has at least twenty-five miles of electric and

cable roads and as many more miles are now under construction. These all radiate from the center of the city in a manner which renders easy communication with the furthest outlying districts. The Yesler avenue and Jackson Street Cable Road extends from Occidental Square to Lake Washington by way of Yesler avenue, the return being made by way of Jackson street. This road has been in operation about eighteen months. The Front Street Cable Road, which has been in operation about nine months, connects Occidental Square with the northern portion of the city and the Queen Anne suburb. This road is now being extended to Salmon bay. The electric railway has two branches, one reaching the Lake Union district and the other the Queen Anne suburb. It is now being extended to the Green Lake district. A large extent of country heretofore almost inaccessible will be opened for residence purposes by this extension. The Madison Street Cable Road reaches Lake Washington by way of Madison street, returning by the same thoroughfare, which is to Seattle what Fifth avenue is to New York, or Van Ness avenue to San Francisco. This road will open to improvement what is destined to be pre-eminently the choice residence property of the city. A cable road also extends to the southern part of the city and one is projected to extend around the head of the harbor to West Seattle.

Since the above was penned, the West Street Electric line has been built and gotten into operation to Ballard on Salmon bay, and the West Seattle line across the bay has been completed. A third road is under construction to Lake Washington, and the extension of the Front Street Cable line has been going forward to Queen Anne town. A line to South Seattle is projected, and the end of building new and extending old lines is not in sight.

As to companies the following may be given: The Front Street Cable Railway company was incorporated October 24, 1880, with capital of $600,000, and the officers in 1890 were, Jacob Furth, president; H. G. Struve, vice-president; Maurice McMicken, secretary; J. P. Hoyt, treasurer; A. P. Mitten, managing director; Samuel Gibson, superintendent.

The Seattle City Railway company was incorporated in August, 1890, with capital of $600,000. Officers: F. J. Grant, president; W. A. Underwood, vice-president; A. F. Haas, secretary and manager.

The Madison Street Cable Railway company; H. G. Struve, president; A. B. Stewart, vice-president; Jacob Furth, treasurer; Maurice McMicken, secretary.

The James Street Construction company was incorporated June, 1890, with $200,000 capital. E. F. Wittler, president; J. F. Eshelman, vice-president; W. H. Llewellyn, treasurer.

H B Bagley M D

The South Seattle Cable Railway company; J. M. Thompson, president; A. P. Mitten, vice-president; Maurice McMicken, secretary; Jacob Furth, treasurer.

West Seattle Cable Railway company was incorporated February 25, 1890, with a capital of $500,000 and the following officers: Thos. Ewing president; M. S. Bates, vice-president.

The electric car lines have a much greater mileage than the cable lines, extending to West Seattle, to Fremont and Green Lake, and to Ballard as well as to points in the city proper. There are four principal companies.

The Metropolitan Electric Railway company was incorporated July 19, 1890, with a capital of $300,000, by Jacob Furth, A. B. Stewart, J. M. Thompson, H. G. Struve, G. H. Heilbron, J. C. Haines, F. J. Grant, Bailey Gatzert, A. P. Mitten, J. P. Hoyt and Maurice McMicken.

The Green Lake Electric Railway was incorporated in November, 1889, with a capital fixed at $150,000. W. D. Wood, president; James Leddy, vice-president; C. E. Chapin, secretary; V. Hugo Smith, treasurer; E. C. Kilbourne, general manager.

The West Street and North End Electric Railway company was incorporated November 26, 1889, with capital fixed at $1,000,000. D. H. Gilman, president and manager and W. R. Ballard vice-president.

A tabulated detail of the roads in operation on January 1st, 1891, is presented below.

	Single track miles.	*Double track miles.*	*Total Mileage of track.*
Yesler ave. and Jackson street cable	5	....	5
Front street cable	....	1¾	3½
Commercial street motor	2	...	2
Madison street cable	....	3½	7
Seattle electric	2½	10	22½
Green Lake electric	4½	....	4½
Rainier avenue electric	6½	....	6½
West Street and North End electric	3½	2½	8½
West Seattle cable	2	....	2
Total	26	17¾	61½

The following lines were under construction on January 1st, 1891:

	Single track miles.	*Double track miles.*	*Total Mileage of track.*
Commercial street motor	2	....	...
James street cable	....	¼	....
Rainier avenue electric down Washington street	1	....	....
North Seattle cable	...	1	...
Rainier electric along south shore Lake Union and to Latona	4	....	....
Total	7	1¼	....

STEAM NAVIGATION.

The earliest navigation to which the pioneer became accustomed was by canoe, with Indian crew. This was indeed the mode of travel for the shorter journeys for a considerable number of years, since although there were, from the first, sailing vessels and steamers, their trips were so irregular and infrequent that to meet an appointment, or to perform a journey within a specified time, recourse must be had to the canoe.

There have been steam vessels on the Sound ever since the arrival of the *Beaver*, which is described elsewhere. It will not be possible to name only those which belonged or did business at Seattle, since every steamer of any importance did business from one end to the other of the entire body of water, and there is scarcely a steamer on the Sound but has touched at Seattle.

In general it may be said that the navigation of the Sound has until recently been performed by the smaller class of boats, and that no great ambition has been displayed to fully equip the navigation lines. Up to five years ago the Columbia river possessed the finest and fleetest water craft on the coast, considerable ambition in the way of elegance and brilliancy of equipment being shown. In the past five years, however, the case has been reversed. The finest boats of the Columbia have been transferred to the Sound, and the floating palaces that once sped the money-laden miners and ranchers to and fro on the Columbia are now operating with increased magnificence on the Sound.

The first American steamboat on Puget Sound was the *Fairy*. She was owned and operated by D. J. Gove, and began to ply between the settlements in 1853. She subsequently became the property of A. B. Rabbeson, of Olympia, and was ultimately blown up in 1857.

The next was the *Major Tompkins*, a commodious and seaworthy craft which was brought up in September, 1854, from San Francisco, by her captain, James M. Hunt. She was owned by John H. Scranton. In February of the next year she was engaged in chasing Indians on the lower Sound, but was blown ashore and lost on the rocks of Esquimault harbor, on February 10th.

To succeed the lost *Major Tompkins* as mail and packet boat, came the *Water Lily*, owned by C. C. Terry.

The steamer *Traveller* came about the same time, indeed preceding the *Water Lily*. She was owned by Captain J. G. Parker, and was on the mail route from Olympia to Victoria about two years, and was then sold to Horton, by whom she was chartered to the Indian department, then needing a steamer to transport officers and goods to their various stations, but was finally lost in March, 1858, at Foulweather bluffs, involving the loss of five men. One of these was Truman H. Fuller, who came to the Sound as purser of the *Major Tompkins*. The *Traveller* was an iron steamer, made in Philadelphia, but brought out to the Pacific coast in sections, and put together. She is said to have been the first steamer that ran upon the rivers entering the Sound, and rendered important service during the Indian war.

The first regular steamboat company was incorporated in 1855, and consisted of W. H. Wallace, Wm. Cock, H. A. Goldsborough, H. L. Yesler, C. C. Terry, James M. Hunt and John H. Scranton. Hunt and Scranton at Olympia became the most active members. The latter went to San Francisco to purchase a steamer for the company, and got the tug-boat *Champion*, but did not bring her to the Sound. 1856 he bought the *Constitution* and took the contract for the mails between Olympia and Victoria during the Fraser river excitement. A part owner was W. E. Moulthrop. The *Constitution* was built in Philadelphia in 1850 by Ward and Price, who sold her at Panama to the Pacific Mail steamship company who afterwards sold to Scranton. In 1860 her machinery was taken out and the hull was used as a lumber carrier about the Sound. The captains of this steamer were A. B. Gove and J. M. Hunt.

In 1859 the comparatively modern steamer *Eliza Anderson* was brought around and became carrier of the mails. This was a commodious and handsome craft, built on the Columbia river for the Wrights, of Victoria. She was commanded by Captain D. B. Finch, and was operated some eight years on the same route, and was not laid up until 1880.

The *Julia* was brought over from the Columbia river to accommodate the increased business during the Fraser river mining excitement. From California came the *Wilson G. Hunt*, the *Sea Bird* and the *Surprise* on the same errand. The *Hunt* was a rather remarkable steamer, having been built at the east and brought around Cape Horn, although but a river steamer, to ply on the Sacramento. After the Fraser river excitement died down, and the Idaho mines "broke out" the rush of travelers was up the Columbia, and the *Julia* and the *Hunt* were taken to that river.

Effort for increased navigation facilities was made by the people of the Sound and in 1865-66 a company was chartered by the territorial legislature, to be known as the Puget Sound Steam Navigation company. It was incorporated by a large number of business men, few, if any, of whom were residents of Seattle, but little result was obtained. Among the steamers that arrived from below to do business on the Sound was the tugboat *Resolute*, under Captain Cuindon, which came in 1859, and blew up in 1867. Another was a small side wheeler, the *Ranger, No. 2*, under Captain J. S. Hill. Another was the the *Black Diamond*, owned for a time by A. B. Rabbeson of Olympia, which came in 1861. The *Cyrus Walker* was built for a tow boat at San Francisco in 1864, and came up in the year following. She was named for Mr. Walker of Port Madison, and is still owned by the Puget Mill company. In 1868 the *Josie McNear* was brought to the Sound by Captain Crosby of Olympia, to run on the mail route for the contractors, Hailey, Crosby & Windsor. She was sold to the Oregon Steamship Navigation company of Portland in about a year and was succeeded by the *New World*, an old Hudson river steamer which had been brought around Cape Horn for the trade on the Sacramento, and thence to the Sound, doing service a short time also on the Columbia. She was sold, after running for a time on the Sound, to the Wrights of Victoria. She was succeeded by the *Olympia*, commanded by Captain Finch.

L. M. and E. A. Starr now obtained control of the mail line, putting on the line the steamer *Alida*, a vessel of 80 tons built at Philadelphia. Soon they built at San Francisco a fine new steamer, the *North Pacific*, of 488 tons burthen and magnificently furnished and fitted out, which became the great steamer of the early days and is still plying on the Victoria route. Among the smaller steamers of the time are mentioned the *J. B. Libby*, *Chehalis*, *Goliah*, *Favorite*, *Phantom*, *Politkofsky*, *Ruby*, *Success*, *Celilo*, *Woodruff*, *Addie* and *Geo. E. Starr*. These were not mail steamers, and were used chiefly as tugs or on special local routes. The *Libby* was built at Utsalady in 1863, of 163 tons. The *Celilo* was built at Seattle in 1880, of 33 tons. The *Phantom*, at Port Madison in 1869, of 35½ tons. The *Ruby* was built at Sitka in 1866, of 255 tons. The *Goliah* was built at New York in 1849 and registered 187 tons and is still in use by the Puget Sound Commercial company. The *Phantom* was built at Seattle (Port Madison) in 1868 and registers 28 tons, and is now owned by G. Meyer of Seattle. The *Addie* was built at Seattle in 1874, of 81 tons. The *Starr* was built at Seattle in 1880, of 472 tons. The *Favorite* was built at Utsalady in 1868, registers 212 tons, and is still owned by the Puget Sound Mill company. The *Zephyr* was built at Seattle in 1871, of 109 tons. The *Blakely* was built at Port Blakely in 1872, of 99 tons. The *L. J. Perry*, of 40 tons, was built at Port Gamble in 1875. The *Delta*, of 35½ tons, was built at Seattle in 1882. The *Nellie* was built at Seattle in 1876, of 55 tons. The *Alki*, of 81 tons, was built at Seattle in 1864. The *Edith*, in 1871, of 56 tons. The *Henry Bailey*, of 87½ tons, at Seattle in 1878. The *Addie*, at Seattle in 1874, registering 81 tons. The *Seattle*, of 6½ tons, at Seattle in 1881. The *Politkofsky* was built at Sitka, Alaska, in 1868, of 174 tons.

In 1876 a new company was incorporated as the Puget Sound Transportation company and built two boats, the *Messenger* and the *Daisy*. The former under the command of Captain J. G. Parker, and the latter under that of Captain C. H. Parker, made a line from Olympia to Mount Vernon and way points. The *Messenger* was built at Olympia in 1876, and registered 97 tons. In 1881 Starr's line kept up an opposition, running the *Otter* and the *Annie Stewart*. The *Otter* was built at Portland, registering 123 tons, built in 1874. In that year, however, they sold out to the old Oregon Steam Navigation company of Portland, who sent over some of their Columbia river boats, the *Welcome*, *Emma Hayward* and *Idaho*. The *Welcome* was built at Portland in 1874, a staunch boat of 326 tons. The *Emma Hayward* was also built at Portland in 1878, of 456 tons, a neat and swift vessel and a favorite with travelers. The *Idaho* was built at the Dalles, but after running the rapids of the Cascades was repaired and registered at Portland in 1881. She measured 278 tons.

In 1882 there was formed still another company, under the name of the Washington Steam Navigation company. This ran the *City of Quincy*, the *Daisy*, the *Washington* and the *Merwin*. The *City of Quincy* was built in 1879 at Portland, of 145 tons; the *Daisy* at Seattle in 1880, of 97 tons; the *Washington* at Vancouver in 1881, of 193 tons; and the *Merwin* at Seattle in 1883, of 166 tons.

In 1883, through Villard, the boats of the Oregon Steam Navigation company passed to the Oregon Railway and Navigation company, and also at length to the Union Pacific company. At present there are four principal navigation companies: The Oregon Improvement, the Union Pacific, the Puget Sound and Alaska, and the Pacific Navigation.

COMMERCIAL INSTITUTIONS.

It now only remains to make mention of the commercial institutions of the city. Of these the leading are the Board of Trade and the Chamber of Commerce. Following is a succinct statement:

[illegible]e Chamber of Commerce has been established for many years, although someth[illegible]apsing. It was always, however, the recognized rallying point when any popular movement was projected. Bailey Gatzert was its president until the spring of 1890, when he retired from active business and left for a two years' vacation in Europe. He was succeeded by John Leary, who had already served the city as mayor. Soon after the fire it was called together, stripped, however of its fine collection of pamphlets and historical documents, which shared the fate of many private libraries. In March of 1890 it was entirely reorganized with Mr. Leary as president, Mr. E. O. Graves, first vice-president; Thomas W. Prosch, second vice-president; E. F. Wittler, treasurer, and J. W. Dodge, secretary. The board of directors includes Messrs. Percy W. Rochester, C. H. Kittinger, Alfred Holman, A. P. Mitten, Griffith Davies, B. F. Shaubut, Herman Chapin, U. R. Niesz, W. E. Bailey, Jacob Furth, and G. H. Heilbron. The chamber created a number of committees to whom was entrusted supervision of the various interests of the city, and their recommendations have had material influence in shaping public policy. The membership is now 300, and it is in a flourishing financial condition, supported, as it is, by almost every commercial establishment in Seattle.

The Board of Trade is equally influential in its way, although its field of operations is more circumscribed. It is an association of merchants for the purpose of mutual assistance and protection. Its chief object is "to perfect itself as an organization in which the business men of Seattle may unite their varied interests as a whole for the better protection of each, and thereby secure unanimity of action in all matters of common interest to the business community of the city." The board was incorporated in October, 1889, but it was not until April, 1890, that it got into good working order. The first incorporators were George B. Adair, president, Bailey Gatzert, A. B. Stewart, Jacob Furth, J. B. MacDougall, James Campbell, Z. C. Miles, W. P. Boyd and S. Frauenthal. The board appointed as secretary R. H. Goldie. The membership is now about forty, and the board has a suite of rooms in the Haller block.

CHAPTER XIII.

THE STAGES OF GROWTH FROM 1867 TO RECENT TIMES.

Record of Mercantile Growth from the Coal Period—Names of Business Firms in 1867—Description of the City in 1875—Extracts from First City Directory—List of Business Houses—Condition of Business and Extent of Improvements During 1876.

THE general condition and progress of the city from the time of its establishment up to the opening of the coal mining era has been detailed in the connected narrative. A detailed account of the phenomenal growth during the past few years is also found in the volume. It seems proper and necessary to insert here a record of the mercantile and general growth during the intermediate stage of what may be called the coal period. The data are found largely in the advertising columns of newspapers and are not perfect. For 1867 the advertisements are given in full to illustrate the local style of the times, but afterwards merely named. The advertisements appearing in 1867 were as follows:

Ike M. Hall, attorney and counsellor at law, practices in the courts of Washington Territory. Office on Commercial street, one door south of the Seattle Clothing store.

W. H. Robertson, M. D., physician and surgeon, offers his professional services to the inhabitants of Seattle and vicinity.

Joseph Williamson, dealer in dry goods, country produce and general merchandise, Commercial street.

Cigar Manufactory. The undersigned would respectfully inform the public that he has and keeps constantly on hand for sale cigars of all kinds, brands, wholesale and retail, at prices to compete with the San Francisco market.

CHEN CHEONG.

January 1st, 1867, Atkins & Shoudy advertised that they had purchased the entire stock of Dexter Horton & Co. on the corner of Commercial and Washington streets. They disclaimed having ever benefited the public and repudiated the idea of having ever received past favors, but, starting even with the world and having secured "no credit" as rider and "ready pay" as judge, felt no doubt of winning. A test of their goods would prove that they were ahead, and they boldly asserted that they had on hand the largest and best stock of goods ever on Puget Sound, a general variety, old-fashioned store, cloths, clothes, hardware, implements, etc.

George W. White advertised fruit for sale at the *Gazette* office.

The Occidental hotel, A. S. Miller & Co., proprietors, advertised a first class house, handsomely furnished and managed in good style, particularly in the culinary department; a splendid billiard table and a livery stable attached to the house; fifty cents a meal; one dollar per day; six dollars per week.

Hinds, Stone & Co., offered for sale rope, tar, oakum, oars, carpeting, dress goods, boots and shoes, hardware and crockery, ready-made clothing, etc.

The Connoisseurs' Retreat, a restaurant, notified the public that it had taken new quarters one door south of the Gem saloon; and, as ever, conducting a first class business, and grateful for past favors, would spare no efforts to merit a continuance of patronage.

H. L. Yesler advertised his lumber and flour mills, and a full line of groceries, hardware, crockery, farming tools, etc.

Hugh McAleer advertised the largest and best assortment of stoves and tinware.

Schmieg & Boyd advertised the North Pacific Brewery; "this magnificent brewery," manufacturing porter, ale and lager beer; legal tenders taken at market value.

Josiah Settle advertised men's clothing and dry goods.

Wold Bros., advertised a boot and shoe store; having on hand a large supply of Santa Cruz sole leather, French calf and kip, and Philadelphia kip and California kip; could supply the best fine boots from thirteen dollars down to eight dollars a pair.

Archy Fox advertised a barber shop and bath house two doors from the corner of Mill and Commercial streets.

For 1868 the list is as follows: G. P. Bissell, M. D., residence on Commercial street, opposite Plummer's store; Ike M. Hall, attorney; W. H. Robertson, M. D.; Joseph Williamson, dealer in dry goods; Geo. Barthrop, general book agent of Washington territory; Occidental Hotel; Chen Cheong's cigar manufactory; Hinds, Stone & Co., clothing and merchant tailoring; the Gem saloon; the steamship line from San Francisco advertises the steamer *California*, Charles F. Winsor commander, freight nine dollars to Seattle; Holladay & Brenham, agents of Oregon and Mexico Steamship company; Dr. Wheeler, successor to Dr. Maynard, with office at the Occidental; dissolution of partnership between Messrs. G. Kellogg and M. R. Maddocks; a new hotel, The Western Terminus, remodeled out of Sires' hotel, with S. F. Coombs proprietor; The Seattle Clothing Store of Welch & Greenfield; Josiah Settle's clothing store; Yesler's mills and store; Joseph Williamson's clothing and variety store; Wold's boot and shoe shop; Atkins & Shoudy's groceries and dry goods; Kellogg & Maddocks, drugs, chemicals, medicines, oil, flour, feed; the Railroad Lodging House, erected out of the Connoisseurs' Restaurant; John Jackson, commission merchant, to be seen every Monday and Thursday upon the arival of the *Eliza Anderson;* McAleer's stove store.

Advertisements for January, 1869: McGilvra & McNaught, attorneys-at-law; D. S. Maynard, M. D.; Dr. Wheeler, at Kellogg's drug store; Seattle Lodge of Good Templars; Grave's cooper shop; Mrs. Libby, milliner and dressmaker; L. B. Andrews, real estate and general business agency; J. P. Davies & Co., auctioneers and commission merchants; Chen Cheong's cigar store; John Welch's Seattle clothing store; a new clothing house of J. Brunn & Co. at Yesler's corner; W. F. Robertson, photographer; store of Atkins & Shoudy; furniture store of Russell & Shorey; the general merchandise store of Hinds & Stone; dry goods and grocery store of Williamson & Uhlfelder; Geo. W. Allen, watchmaker and jeweler; the Occidental hotel; McAleer's stove and tinstore; the Railroad house; the Humboldt shaving saloon of H. Jones; the Seattle drug store of M. R. Maddocks; the Pioneer drug store of G. Kellogg; William D. Shaw, dealer in general merchandise; Yesler's lumber and flour mills and store; and the People's market of James Bogart.

The following description of Seattle was given about this time by L. B. Andrews in reply to a letter of inquiry:

> "Seattle is yet quite a small place. Do not allow your imagination to place here now the city that will grace our pleasant hillside, adding the busy hum of its teeming millions of commerce to its attractive location, when we are connected with the older states by the iron bands of commercial enterprise. Now we have a large new mill, not yet in running order; an old sawmill, the pioneer of Puget Sound; a grist mill; three hotels; thirteen stores of various kinds; three public halls; and here is also the university, the finest building in the territory. The amount of business for the size of the place is fair. Town lots vary according to location; unimproved lots can be bought for $125 to $200. Business lots are much higher, ranging from $500 to $1,500."

As to the steamboats on the Sound, the most of which made regular or else occasional stops at Seattle, the following was said about this time:

> "The largest steamer on the Sound, I believe, is the *Eliza Anderson*. She is a good sea boat, and as far as her boilers and machinery are concerned, I am told, is safe. The engineer, Mr. Wallace, is a qualified and competent man. Captain Finch is well known as a straightforward business man, every way qualified to fill the position he holds, and to the traveling public gives general satisfaction. Mr. White, the pilot, is perfectly qualified for the position and in the past has been very fortunate. Mr. Morrison is also a good and qualified pilot and cannot be surpassed for his seafaring knowledge. The *Anderson* carries in all about twelve or fourteen men. . . . . While traveling on the *Anderson* I observed that her boats were not what they should be. She carries two metallic boats, one a small life boat, the other a surf boat very old and leaky. I have been informed that the *Anderson* is well stocked with life-preservers, pumps and hose. The next largest steamer, I think, is the *Cyrus Walker*, used for towing purposes and owned by A. J. Pope & Co. The *Walker* has life-preservers, pumps and hose; carries but one boat; should carry two. Her captain is a good pilot, and she has an experienced engineer. The Steamer *Colfax* is owned by Adams & Blinn at Seabeck. She has a captain that is a good pilot but her engineer

is generally one that has never been licensed as such. The *Libby, Mary Woodruff, Columbia, Merrimac, Ruby, Black Diamond, Favorite,* (now just off the ways), all have captains that are good pilots, but their engineers are any ones 'they can catch.' The steamer *Pioneer* has been hauled up most of the time during the year. When she runs, I am told, a portion of the time she has one wheel off of the shaft, and at other times the two are in that predicament. There are at present fourteen steamers on Puget Sound and two building "

Business notices at the beginning of 1870: W. S. Baxter, attorney-at-law; S. G. Calhoun, M. D.; J. McNaught, partner of Seleucius Garfielde of Olmypia; McGilvra & McConaha, attorneys-at-law; A. N. Merrick, attorney-at-law and proctor in admiralty; Ike M. Hall, attorney-at-law; L. B. Andrews, real estate and general business agent; Kellogg & Baxter, real estate; William H. Gilliam, commission merchant, at Yesler's wharf; Phillips, Taber & Co., wholesale grocers; J. T. Kenworthy, tailor, adjoining Pinkham & Uhlfelder's on Commercial street; Pioneer drug store, purchased by Harris & Browner; Seattle market, opposite Atkins & Shoudy, of Booth, Foss & Borst; clothing store of John Welch; the Pioneer news depot of C. C. Perkins, on Mill street, first door above steamboat landing; gardening by Fred Catherwood; H. E. Norwold, tailor; "Hong Lee, Mill street, opposite Occidental hotel, executes washing and ironing in a superior manner;" Chen Cheong, cigars; Charles MacDonald, blacksmith; variety store of Pinkham & Uhlfelder; watches, clocks and jewelry of G. W. Parker, No. 7 Commercial street; Hinds, Stone & Co., general merchandise; L. P. Smith, new watchmaker and jewelery shop; new tin and stove store of I. Waddell; Schwabacher Bros. & Co., general merchandise; Seattle bakery of Leonard Reinig; Crawford & Harrington, wholesale grocers; the People's market of F. A. Bender & Co., on Mill street; clothing store of John Welch; Seattle drug store of M. R. Maddox; sailing notice of the steamer *Phantom*, J. A. Suffern, master; Atkins & Shoudy, dry goods; stoves and tinware by Stewart & Andrews, successors to Hugh McAleer; Steffen & Brothers' brick yards; the Railroad house; Pioneer bathing and shaving saloon of William Hedges and Archy Fox; notice of steamer *Chehalis*; furniture store of Russell & Shorey; Territorial University; a new store of general merchandise and Oregon produce, by D. N. Hyde, on

Commercial street, next door to Atkins & Shoudy; Occidental hotel; Joseph Williamson and H. L. Yesler's respective establishments.

For the first of January, 1871, the list would become as follows: D. S. Maynard and Dr. Rust, his associate; Dr. G. A. Weed, office at the United States hotel; David Higgins, attorney-at-law, office in the *Intelligencer* building; McGilvra & Phelps, attorneys; Evans & McConaha, attorneys; Wm. H. Gilliam, commission dealer; A. Mackintosh, real estate and collections, notary; L. S. Smith, house and sign painter; gunshop of D. S. Smith; Phillips, Horton & Co., bankers; Odd Fellows lodge; "Olive Branch;" Chas. B. Annis, the Dexter livery stable; sailing notice of the steamer *Olympia*, D. B. Finch master, semi-weekly to Victoria; Schwabacher Bros.; the new book store of Coombs & Brown; the Railroad house; North Pacific steam brewery; saddlery of C. L. Mitchell; Charles W. Moore, successor to Anderson & Moore; stoves and tinware of Waddell & Miles; Lord & Hall, contractors and builders, at the Western Terminus building on Commercial street; Stone & Burnett, successors to Hinds, Stone & Co.; dissolution of partnership of Cosgrove & Dyer; A. B. Holyoke, watchmaker; Pioneer drug store of Kelly & Settle; Seattle drug store of M. R. Maddocks; general merchandise store of William De Shaw; furniture store of Russell & Shorey; clothing house of A. J. Brunn; city market of F. V. Snyder & Co.; sailing notice of the steamer *J. B. Libby*, for Coupeville and Bellingham bay; Seattle market of Booth, Foss & Borst; Territorial University, under Prof. J. H. Hall; Pioneer shaving and bathing saloon of Hedges & Fox; Puget Sound boot and shoe manufactory of R. J. Moore; Seattle bakery of Leonard Reinig; saloon of Jas. R. Robbins; Yesler's mills and store; oyster saloon of L. J. Keach.

For 1872 a general description of Seattle is given as follows;

> Seattle is the county seat of King county, has a population of about 1,500 and a commerce and business equal to that of a city treble its size, being, as it is, a centre of trade for a considerable agricultural population, and for many of the logging camps and milling points on the Sound. Its population is nearly thrice as large as it was four years ago and it can safely be put down as the leading and largest town in the Puget Sound country. It has a large steam sawmill, a gristmill, a soap factory, two breweries, a tannery, two shipyards, a sash and door manufactory, machine shops, seven wharves and warehouses, thirty-three stores, and about one hundred other business buildings.

Watson C. Squire

From this a list made up from the advertising columns would seem quite incomplete, but is given, as containing some names not mentioned. It is as follows: J. J. McGilvra, attorney; Hall & Theobolds, land agents; McConaha & York, attorneys; W. S. Baxter, attorney; G. A. Weed, surgeon and physician; D. S. Maynard, physician and surgeon; David Higgins, attorney; J. C. Grasse, dentist; William H. Gilliam, commission dealer; A. Mackintosh, notary, conveyancer and real estate and tax agent; Waddell & Miles, stoves and tinware; S. P. Andrews, hardware; the brick store of Crawford & Harrington; Lord & Hall, contractors and builders; H. E. Norwold, tailor; Moore's photograph gallery; John A. Woodward, dry goods, crockery, and general produce; Stone & Burnett, general merchandise; Seattle drug store; Frauenthal Bros., clothing and fancy goods; L. P. Smith, watches and jewelry; City market of E. V. Snyder & Co.; boot and shoe shop of John Wenzler; Pioneer bathing and shaving saloon; Farnham & Pinkham, general store; Wa Chong, cigar manufacturer; Seattle brewery; Chas. Naher, jewelery; North Pacific brewery; W. G. Jamieson, watchmaker, jeweler, and engraver; Atkins & Cheney, stevedores and wharf builders; Russell & Shorey, furniture; C. L. Mitchell, saddlery; Seattle market, Booth, Foss & Borst; Eureka bakery, William Meydenbauer; J. J. Rogers, merchant tailor; Occidental hotel; Seattle drug store; F. Slotter, dealer in guns, powder, and fishingtackle; boot and shoe store of R. J. Moore.

A little volume published January 8th, as an official directory, shows the following as connected with the business of the city: John T. Jordon, mayor; C. C. Perkins, recorder; L. V. Wyckoff, marshal; C. H. Burnett, treasurer; G. N. McConaha, clerk; Amos Brown, street commissioner; L. B. Andrews, Amos Brown, Frank Matthias, C. W. Moore, S. P. Andrews, S. F. Coombs and C. P. Stone, councilmen. The officers of the district court were Orange Jacobs, judge; L. B. Andrews, clerk; L. V. Wyckoff, deputy marshal, and D. S. Smith, United States commissioner. The justices of the peace were N. S. Bartlett, C. C. Perkins, and S. W. Russell, and the constable was A. W. Mallson. The notaries public were C. C. Perkins, A. Mackintosh, Beriah Brown, John J. McGilvra, W. W. Theobald, S. F. Coombs, Gardner Kellogg, W. M. York, John Leary, Daniel Bagley, W. B. Hall; commissioners of deeds,

W. W. Theobald, C. C. Perkins; insurance agencies, C. C. Perkins, Crawford & Harrington, S. F. Coombs, L. B. Andrews; Western Union telegraph company, F. H. Lamb, superintendent, and J. M. Lyon, operator; wharves, Atkins & Cheney's, H. L. Yesler's, Crawford & Harrington's, Stone & Burnett's, Hill & Maddocks', Seattle Coal Company's; Wells, Fargo & Co.'s express, S. F. Coombs, agent; post office, W. H. Gilliam, postmaster; deputy inspector of customs, L. F. Jordon; surveyor general of lumber Wm. H. Gilliam; deputy surveyor of lumber, A. B. Young; United States inspectors of hulls and boilers, William Hammond and Isaac Parker; Seattle Water Works, H. L. Yesler, agent.

On January 1st, 1875, the *Intelligencer* gave an extended description of the city and published a directory. From the former this much may be taken:

> Seattle is the county seat of King county and an incorporated city, having a population of at least 2,000 inhabitants, thus being the second city in size in the territory, and the largest in Western Washington. Like all new and aspiring places it is extensive in its territorial area, its corporate limits, which include numerous additions made in the probability of its becoming the terminus of the railroad, embracing about 8,000 acres of land. Of this area, however, not even a tithe has yet been improved and built upon. But the inhabited portion of the site occupies a commanding and beautiful position on a rather steep slope fronting Elliott or Duwamish bay. It now has a water front of a trifle over a mile in length, it extends back on the hillside for an average distance of half a mile, and is continually reaching out its Briarean arms into the interminable forest of spruce and fir, which seems to hem it in on either side and in the rear. This portion, mostly built upon, overlooks the waters of the Sound several miles in every direction, and possesses the finest and most magnificent view of any locality on the coast, its surroundings in the matter of picturesque scenery being of a grand and unsurpassable beauty.
>
> The cleared portion on the hillside is mostly occupied by private residences, while a flat of a few acres in extent at the water's edge in the upper part of the townsite is the business quarter. No more than five years ago the seventy-five or eighty buildings, mostly small, nestled on this flat, with about 400 inhabitants, constituted nearly the entire town. The arrival of vessels at this port was infrequent, the mail steamer touching only once a week. Since the lapse of that short time we have a different showing to make. The population is five times greater now. Instead of seventy-five or eighty houses, a careful inspection just made shows that there are exactly 515 buildings of all kinds within the cleared area before mentioned. Five of these are church edifices; fifty-seven are two-story buildings; 151 are one-story and a half; 249 are one-story, and the remaining fifty-three are barns and stables. They pretty much fill up the flat, they thickly dot the hillside and give forth a pretentious and city like appearance to the commercial emporium of Puget Sound, whose safe and commodious harbor is alive with shipping of all kinds, and the headquarters of several lines of steamers that ply these waters.

The city itself is tolerably well built, there being two splendid fire-proof stores of brick and a large number of handsomely built private residences, some of them very tasteful and expensive structures, and it presents many of the characteristic features of a New England town, the religious and educational elements among its inhabitants having manifested their presence and active co-operation in the erection of five neat and comfortable church edifices, one commodious and costly public school building, the substantial and imposing structure the seat of the Territorial University, and by the establishment of a public library and a number of societies in aid of temperance and good morals. As a general outline, so far as its constructions and industries are concerned, we may summarily state, in addition to the buildings mentioned, that there are two large and commodious hotels, one public hall, eight warehouses, seven wharves, one large steam saw and planing mill (the successor of the first one in operation on Puget Sound), a grist mill, tannery, two extensive breweries, two shipyards, a sash and door manufactory, machine shop, foundry, thirty-seven stores and one hundred and twenty-five other places of business. In addition to which it has an extensive commerce, being as it is, the distributing point of the Puget Sound country, and is connected by ocean steamers with Portland twice a month, with Victoria twice a week and almost daily by a large number of Sound steamers with every locality on this arm of the sea, besides which a fleet of sailing vessels ply regularly between here and San Francisco, carrying away lumber and coal and bringing up cargoes of merchandise for the Sound.

The above gives a peculiarly bright and distinct picture of the city of only eighteen years ago, with its business activity, and refined and happy homes. The list of business places and business men is found in the official and business "Directory" published at the same time. We insert it bodily as follows:

United States District Court, (territorial)—O. Jacobs, judge, and chief justice of the supreme court (territorial); G. N. McConaha, prosecuting attorney; L. B. Andrews, clerk; L. V. Wyckoff, deputy marshal; D. S. Smith, United States commissioner.

County officers—W. M. York, probate judge; C. C. Perkins, auditor; H. A. Atkins, sheriff; O. C. Shorey, treasurer; J. T. Kenworthy, assessor; John Whitworth, surveyor; Geo. F. Whithworth, superintendent of public schools; I. F. Roberts, coroner; R. H. Beatty, wreckmaster; R. Robinson, A. C. Kimball, J. T. Stewart, county commissioners.

City officers—C. P. Stone, mayor; C. C. Perkins, recorder; L. V. Wyckoff, marshal; C. H. Burnett, treasurer; G. N. McConaha, clerk; H. C. Page, street commissioner; L. B. Andrews, J. M. Lyon, F. Matthias, M. R. Maddocks, S. F. Coombs, B. Gatzert and J. T. Jordan, councilmen.

Justices of the Peace—D. S. Smith, C. C. Perkins, John Webster.

Constable—D. H. Webster.

Notaries Public—A. Mackintosh, C. C. Perkins, John J. McGilvra, Beriah Brown S. F. Coombs, W. M. York, John Leary, Daniel Bagley and W. B. Hill.

Commissioner of Deeds—C. C. Perkins.

Postoffice—W. H. Gilliam, postmaster; deputy inspector of customs, A. B. Young; surveyor general of lumber, Wm. H. Gilliam; United States inspector of hulls and boilers W. Hammond.

Seattle Water Works—H. L. Yesler agent.

Auctioneer—L. V. Wyckoff, Second street.

Architects and Builders—Joseph Fraser, Mill street; Palmer Bros. & Ball, Mill street.

Attorneys-at-Law—W. S. Baxter, Commercial; I. M. Hall, Mill; D. Higgins, Mill; Larrabee & White, Commercial; McConaha & York, Commercial; John J. McGilvra, Commercial; McNaught & Leary, Commercial.

Bankers—Dexter Horton & Co., Commercial; Puget Sound Banking company, Commercial.

Bakers and Confectioners—Meydenbauer, Commercial; L. Reinig, Mill; T. H. Stringham & Co., Front street.

Billiard Saloons—Alhambra, corner Mill and Commercial, B. Crossen; Bank Exchange, corner Mill and Washington, W. Clancy; Fashion, Commercial, Combs & Dyer; Gem, Commercial, Anderson & Osborn; Occidental, Mill and James, John Collins & Co.

Blacksmithing—Coal company, Pike street; William Hahn, Washington; J. W. Hunt, Mill; Charles McDonald, Yesler's wharf; Nason, alley near Washington; John Webster, Third street.

Boat Builders—J. C. and J. H. Hornbeck, Front street.

Boiler Making, etc.—J. McKinley, Front street.

Boot and Shoe Makers—Jones & Stubbs, Mill; John Fenn, Commercial; R. J. Moore, Commercial; M. McAndrews, Mill; D. Parmalee, Commercial; John Wenzler, Mill.

Breweries—North Pacific, Front, Schmieg & Brown; Seattle brewery, corner of Fourth and Mill, Stewart Crichton & Co.

Candies, Nuts, etc.—J. A. McFee, Commercial; William Robinson, Mill.

Carpenters and Builders—Anderson & Hopkins, Mill; S. Denny, Fourth; R. C. Graves, corner of Third and Columbia; L. F. Jordon, Front; Lord & Hall, Mill; Palmer Bros. & Ball, Mill; T. S. Russell & Co., Commercial.

Chinese Chop'Houses—Ah Sing, Washington; Ying Fung, Mill.

Chinese Drug Store—Quan Sing, Washington.

Chinese Wash Houses—Ah Sam, Washington; Han Lee, Front; Hop Sing, Mill; Sing Lee, Washington; Sing Ho, Main; Ty Lee, Front; Wan Lee, Commercial.

Cigar Manufactories—Mowe Cheung, Second; Sun Cheong Wo, Second; Wa Chong, Mill.

Civil Engineers and Surveyors—W. B. Hall, Mill; Geo. F. Whitworth, Third.

Commission Merchants—W. H. Gilliam, Yesler's wharf; N. C. Haley, Mill; Johnstone Bros., Commercial.

Coopering—G. Sidney, Front.

Dentistry—B. Freeland, Commercial; J. C. Grassee, Mill.

Draymen—R. Abrams, Washington; B. Morris, Sixth; R. Russell, Fourth and James; L. Smith, Fourth; Tabeau, Main.

Drug Stores—M. A. Kelly, Mill; M. R. Maddocks, Mill.

Eating Houses—Bank Exchange restaurant, Wm. Richards, Washington; North Pacific chop house, M. Walker, Commercial.

Flower and Seed Store—Mrs. T. H. Stringham, Cherry.

Foundry—Wilson & Son, Front.

Fruit Stores—L. Reinig, Mill; T. H. Stringham & Co., Front; J. Sullivan, Commercial.

Furniture—Anderson & Hopkins, Mill; T. S. Russell & Co., Commercial.

Gristmill—H. L. Yesler, Front.

Gunsmith—F. Slotter, Commercial.

Hotels—Occidental, intersection of James and Mill, John Collins & Co.; Railroad house, Commercial, K. M. F. Monet; United States hotel, corner of Commercial and Main, A. Johnson.

Jewelers—W. G. Jamieson, Commercial; Charles Naher, Commercial; L. P. Smith & Son, Mill.

Ladies' Fancy Goods—Mrs. R. C. Graves, corner of Third and Columbia; Mrs. E. W. P. Guye, Commercial; Mrs. G. W. Hall, Commercial; Frauenthal Bros. & Co., Mill; Schwabacher Bros. & Co., Commercial; Stone & Burnett, Commercial; J. A. Woodward, Commercial.

Lager Beer Saloons—S. Crichton & Co., Seattle brewery, Mill; James Good, corner Main and Fourth; Schmieg & Brown, North Pacific brewery.

Liquor Saloons, thirteen in number—W. Clancy, J. W. Pinnell, Smith & Jewett, Combs & Dyer, Anderson & Osborne, Lowe & Lowell, F. Guttenburg, S. Raymond, J. Murphy, Peter Reilly, J. R. Robbins, L. C. Harmon and N. Bartlett, respective proprietors.

Livery Stables—R. Abrams, Washington; John Collins, at Occidental; C. Hacksaw, corner of Mill and Second.

Marine Architect—Wm. Hammond, Mill street.

Masons, Plasterers, etc.—J. W. Ervin, Main street; J. T. Jordan, Third.

Meat and Vegetable Markets—City market, Mill; F. V. Snyder & Co; A. Malson, Mill; Seattle market, Booth, Foss & Borst, Commercial.

Medical Practitioners—A. Bagley, United States hotel, Commercial; S. G. Calhoun, Mill, residence, Third; R. H. Lansdale, corner of Second and Marion; D. S. Maynard, office and residence at the hospital, Commercial; Quan Sing, Second; G. A. Weed, office on Commercial street, residence on Front.

Merchants—Crawford & Harrington, wholesale and retail dealers in groceries, hardware and liquors, Commercial; Chung Mowe, dealer in groceries, provisions, cigars, etc., Second between Mill and Washington; Simon Davis, dry goods, clothing, groceries, Commercial; E. G. Farnham, dry goods, boots, shoes, tobacco, cigars, Commercial; Frauenthal Bros., dry goods, clothing, boots, shoes, tobacco, etc., Mill; Johnstone Bros., groceries, provisions, etc.; A. Marne, groceries and provisions, Commercial; William Meydenbauer, groceries and provisions, Commercial; A. Mandt, dry goods, boots and shoes, Mill; A. L. Pinkham, gentlemen's furnishing goods, cutlery, pipes, cigars, tobacco, etc., Mill; L. Reinig, groceries and provisions, Mill; Schwabacher Bros. & Co., wholesale and retail dealers in dry goods, liquors, groceries, hardware, clothing, etc., Commercial; Stone & Burnett, wholesale and retail dealers in dry goods, groceries, clothing, hardware, ship stores, and general supplies, Commercial; T. H. Stringham & Co., groceries and provisions, Front; Wa Chong, Chinese fancy goods, cigars, etc., Mill; John A. Woodard, crockery, glassware, groceries, general merchandise, Commercial.

Millinery and Dress Making—Mrs. R. C. Graves, corner Third and Columbia; Mrs. E. W. P. Guye, Commercial; Mrs. G. W. Hall, Commercial; Mrs. W. M. House, Commercial; Mrs. T. Menard, Front; Mrs. M. J. Tennant, Second.

Painting, etc.—Calvert, Mill; J. F. Cochrane, Mill; Wm. Fife, Mill; Knight & Dickson, Washington; L. S. Smith, Commercial.

Photographer—Geo. Moore, Mill.

Printing Offices—*Intelligencer*, Mill; S. L. Maxwell; Puget Sound *Dispatch*, Washington, Brown & Son.

Real Estate Agents—Larrabee and White, Commercial; A. Mackintosh, Mill; F. Matthias, Commercial; McNaught & Leary, Commercial; McGilvra & Baxter, Commercial; C. C. Perkins, Mill.

Saddlery—C. L. Mitchell, Mill.

Sash Factory—R. N. Goodman, Yesler's Mill; Lord & Hall, Mill.

Sawmills—J. M. Colman, Mill; S. P. Randolph, South Seattle.

Second-hand Dealer—T. P. Freeman, Commercial.

Shaving Saloons—W. M. House, Commercial; Pioneer bathing and shaving saloon, Commercial, Archy Fox.

Ship Yards—Wm Hammond, Front; Robinson Bros., Front.

Soda Factory—Levy Bros., Second and Main.

Stationery, Books, etc.—J. M. Lyon, Front; Pumphrey & Young, Mill; I. F. Roberts, Fourth and Madison.

Stoves and Hardware—S. P. Andrews, Commercial; Waddell & Miles, Mill.

Tailors—J. T. Kenworthy, Commercial; D. Kaufman, Commercial; Jacob Levy, Commercial; H. E. Norwald, Commercial; Stone & Burnett, Commercial.

Tannery—D. K. Baxter, Mill and Fourth.

Tinsmiths—S. P. Andrews, Commercial; Daniel Taite, Mill; Waddell & Miles, Mill.

Upholstery—Anderson & Hopkins, Mill; A. Frank, Mill; T. S. Russell & Co., Commercial.

Wagonmaker—J. W. Hunt, Mill.

Wharf Builders—Atkins & Cheney; Surber & Co.

Wholesale Liquor Stores, three in number—Crawford & Harrington; J. R. Robbins; Stone & Burnett.

Wood Turning—D. M. Crane, Yesler's mill.

Express Office—Wells, Fargo & Co., S. F. Combs, agent, Mill.

Public Buildings—Territorial University, D. K. Hill, principal; public shool, Mrs. Bell, Mrs. Mackintosh and Miss Parsons teachers; private school, Miss Julia Johns, Mill and Jefferson; Pavilion, corner of First and Cherry; First Methodist Episcopal church, Second street, Rev. A. C. Fairchild, pastor; Baptist church, Fourth street; Methodist Protestant church, Second street, Rev. Daniel Bagley, pastor; Congregational church, Second; Trinity church (Episcopalian) corner of Third and Jefferson, Rev. R. W. Summers, pastor; Roman Catholic, Fourth street, Rev. F. X. Profontaine, pastor.

Telegraph Companies—Western Union, F. H. Lamb, superintendent, J. M. Lyon, operator; Puget Sound, J. W. Sweeney, superintendent, J. M. Lyon, operator.

Warehouses—H. L. Yesler's; Crawford & Harrington's; Atkins & Cheney's; Stone & Burnett's; Hill & Maddocks'; Schwabacher Bros. & Co.

Wharves—Stone & Burnett's; Atkins & Cheney's; Crawford & Harrington's; Hill & Maddocks'; H. L. Yesler's; Seattle Coal Co's; Schwabacher Bros. & Co.

Examination of the above discloses the fact that the business portion of the town at that time was still, for the most part, on the flat at the lower end of Mill street and on Commercial street. The character of the business done also appears, being mainly a retail trade for the needs of the people of the place, and for the farmers of the White river valley and the Duwamish and Black river country, and to some extent a jobbing business with the mill and coal towns within a score or more of miles. Yet even this limited jobbing trade could not have been very great, since the great mills as at Blakely and Gamble were in constant communication by their own vessels with San Francisco and other ports, and supplying their own shops and men with goods from their own stores, certainly depended little upon any point on the Sound for supplies. The fourteen principal merchandise houses could scarcely have done a volume of business exceeding a million dollars per year, if indeed equaling this. The city was dependent upon California and Oregon for produce and feed, and the lack of communication with Eastern Washington made the importation of grain, flour, beef and butter from that prolific region altogether impossible.

It will not be necessary to dwell in detail upon the business concerns of the years 1874-5, but for January, 1876, a list, such as can best be made from the newspaper files, may be given of the business of the place with some account of its growth.

For January 1st, 1876: D. P. Jenkins, attorney; Ballard & Inman, attorneys, the latter resident at Seattle; W. R. Andrews, attorney; McNaught & Leary, attorneys; McGilvra & Burke, attorneys; McConaha & Hanford, attorneys; Larrabee & White, attorneys; Drs. A. & H. B. Bagley, physicians and surgeons; G. A. Weed, physician and surgeon; G. V. Calhoun, physician and surgeon; John Baker, physician and surgeon; Fred W. Sparling, physician and surgeon; J. S. Maggs, dentist; Freeland & Raymond, dentists; J. C. Grasse, dentist; Waddell & Miles, tin and stove store; City market of F. V. Snyder;

boot and shoe store of Geo. I. Lambert; the Seattle brewery of Slorah & Co.; the hardware and general merchandise store of Crawford & Harrington; the Occidental hotel; Pinkham & Saxe, clothiers and dress goods; Morril & Morris, commission business; wholesale and retail dealer in tobacco and in cutlery, J. A. McPhee; saddlery, C. L. Mitchell; Herford & Frances, music store; the bank of Dexter Horton & Co.; A. Mackintosh, notary and conveyancer; D. S. Smith, United States commissioner and justice of the peace and notary; Henry E. Hathaway, collector; the Renton Coal company, offering coal at six dollars a ton; the Seattle Coal company; Moore's photograph gallery; Calvert's paint and papering establishment; grocery store of Bean & White; stone yard of M. J. Carkeek; Hoyt's photograph gallery; City market of Diller & Lawrence; sash and door factory of Stetson & Post; Piper's confectionery store; civil engineers, Eastwick, Morris & Co.; jewelry store of W. G. Jamieson; Peoples' drug store of Kellogg & Thorndyke; ladies' furnishing store of Mrs. Jamieson; music store of J. L. Jamieson; clothing store of Mundt & Davis; clothing and general merchandise of Schwabacher Bros. & Co.; music and fancy store of Pumphrey & Young; toy and confectionery store of John Sullivan; jewelry store of Charles Naher; drug store of Matthew A. Kelly & Co.; general merchandise store of Hovey & Barker; clothing house of Farnham & Clark; hardware store of Wustoff & Wald; drug store of J. F. Morrill; furniture store of Hall & Paulson, successors to Russell & Co.; furniture store of Holmes & Glore; the spring-bed manufactory of Hill & Kinsey; dry goods and clothing house of Frauenthal Bros.; Seattle drug store of M. R. Maddocks; livery stable of R. Abrams; the Eureka bakery of Wm. Meydenbauer; G. W. Bullene, engineer and machinist; Curry's bazaar; New market of Moore & Co.; the Seattle hospital of Dr. G. A. Weed; the New England hotel; the paint shop of Smith & Roberts; the cooper shop of T. Coulter; the stove and tin and fixture store of S. P. Andrews & Co.; provision store of L. Reinig; the Star mills of I. W. Buzby; the North Pacific brewing company of Martin Schmieg; schedule of the steamer North Pacific, making semi-weekly trips from Olympia to Victoria.

The most of the mills and shops operating in 1873 were still in operation at this time with the additions indicated.

The progress of the city during the year 1876 was encouraging, as is indicated by the following summary which was published January 1, 1877:

> At no period in the history of our pioneer city has its growth been so rapid as during the twelve months just closed. In fact, during this brief time it has astonished the most sanguine citizens who were wont to expect big things for Seattle. Building has been going on in every quarter, and large numbers of mechanics have been continually employed on public and private improvements. New industries have been inaugurated, new business firms have established themselves among us, and the older houses have branched out more extensively in business, and the demands of trade have proved quite equal to the mercantile growth of the city. In fact, everywhere and in every branch of industry the march of progress has been apparent, and future generations will enjoy the improvements begun in 1876.
>
> All of two hundred buildings have gone up during the past twelve months, and a large number of these are of a permanent and substantial character. Among them are many fine and tasteful dwelling houses, which greatly add to the beauty and substantial appearance of our city. The most conspicuous among this class is probably the residence of our present mayor, Dr. Weed, which would be a credit to any city.
>
> A fine two-story brick building has been erected by Frauenthal Bros., on Commercial street, at a cost of $15,000. A new hotel, by far the finest in the territory, has been completed at a cost of about $17,000. A county jail has been erected, inclusive of the lot, at a cost of about $16,000. Two large buildings for manufacturing purposes have also been constructed, one by Messrs. Hall & Paulson, furniture dealers and manufacturers, and the other by Messrs. Stetson & Post of the Seattle planing mills, for the manufacture of doors, sashes, blinds, etc. Private improvements in every direction have been fully proportional.
>
> The greatest accomplishment has been the building and equipment of the first fifteen miles of the Seattle & Walla Walla road which is now almost an accomplished fact. This great work will in a few weeks have been completed at a cost of $125,000. In this the greatest credit is due to our enterprising citizen, Mr. Colman, who boldly volunteered to take the "elephant on his hands" and push the work through to completion, which he has done with the most commendable energy. The building of the road has given employment to a large number of men during the past several months and greatly stimulated business. . . . .
>
> Another important work has been going on here the past six months namely, the grading of Front street. Over $13,000 have been expended in this way, and the improvement will be lasting and of incalculable benefit to the city for years to come. Besides this, $5,000 has been expended by the city in general street improvements. Heretofore there has been no established grade and street matters were managed here about the same as in a large country village. Now a regular system has been adopted and our streets will gradually become symmetrical.
>
> The sawmill of Mr. Colman has been averaging during the past year about 45,000 feet of lumber per day and giving employment to about 35 men. The manu-

facturing establishments of Stetson & Post and of Hall & Paulson have been running at their full capacity. Our several foundries, machine shops and the flouring mills of Mr. Buzby, as also the other manufacturing enterprises, have found the year a prosperous one and have been rushed with business and given employment to a large number of mechanics. But the great source of Seattle's prosperity is her coal mines. The most extensively worked of these is the Seattle mine, owned by the Seattle Coal & Transportation company. This company was organized about three years ago and up to two years since their product of coal had not during any month exceeded 2,515 tons, while during the past month the mine has produced 9,500. Captain Taylor, the present manager, took charge of the work at the time indicated, While Mr. Polhemus has acted as the company's agent. To Mr. Shattuck, the general superintendent in charge, assisted by these gentlemen, is to be attributed the great progress within the past two years. During the past year 87,618 tons of the coal were brought from the mine to Seattle, showing an increase over the previous year of 27,528 tons, while the total product of the mine during 1876, including consumption at the mine, reached nearly 100,000 tons. A village has sprung up at the mine of about 500 inhabitants and considerable improvement has been made there during the past year. Including those engaged in the transportation and at the mine the company has given employment to 250 men during the year. In the construction of bunkers, wharf, etc., in this city, they expended during 1876 about $25,000, and on the bunkers at the mines $15,000 during the same time, while at the same place they have erected about 100 cabins and houses and a small sawmill with a capacity of about 1,000 feet of lumber per day. Their total disbursements for labor, improvements and material during the period considered foots up $400,000. The company's coal product now, exclusive of what is consumed at the mine, is 400 tons per day. During the current year they expect to bring to Seattle 1,000 tons per month Their supply of coal is inexhaustible, and they have already enough prospected to last, at the present rate of mining, fifty years.

Next in production of this great staple comes the Renton mine. This company was organized about the same time as the one above mentioned. During the last year they have made considerable improvement at their mine and have given employment to about eighty men, and disbursed about $80,000, the total production of the mine has been 20,000 tons, of which they have shipped 18,500 tons. They have a sawmill at the mines with a capaeity of 5,000 feet per day. A little town has also grown up there containing twenty or thirty families. This company, like the Seattle, has an almost inexhaustible supply of coal in view. . . . . . Mr. C. H. Burnett has charge of the company's affairs here, and being a practical and experienced business man, this important business enterprise under his management has been conducted admirably and with profit to the stockholders.

Next in order of production comes the Talbot company, the youngest of the three. Its product has reached, including what the *Malay* is taking on, 15,000 tons. . . . . . In July mining operations were suspended and the construction of a tunnel 1,000 feet long was commenced for the purpose of draining the mine. All this was completed, together with other improvements, at a great expense. They have also built three-fourths of a mile of railroad to connect with the Seattle and Walla Walla. The business and management of the affairs of this company are under the official superintendence of John Collins, Esq., a part owner in the mine.

Another chapter is devoted to the story of the more recent and more rapid growth of Seattle. The foregoing sketch with the extracts which accompany it, will, however, convey an idea of the early growth of the town as well as of the constant faith and hopefulness of its people.

CHAPTER XIV.

PHENOMENAL GROWTH OF THE PRESENT.

Cause of Seattle's Rapid Growth During the last few Years—Buildings Constructed and other Improvements Made in 1888, 1889 and 1890.

OWING to the fact that the city has been so largely rebuilt since the great fire, it might be inferred that the marked growth did not begin until after that event and that what has been done in the past year or more was rather in the nature of repairing the damage, perhaps on an ambitious scale, than the legitimate growth of the place. But as an explanation of the growth of even the past year, this would be most inadequate. While the damage has been repaired the city has no more than shot forward to the point it would have reached in case the fire had not occurred. That is, the building up after the fire was not the thing that gave the present impetus to growth. While by that calamity the legitimate building of two years has been crowded into one, and while many eight or ten or even thirty thousand dollar buildings have been replaced by those costing ten times these sums, the rapid improvement had begun more than a year before the fire, and it is a question whether the city has reached a point beyond which it would have attained without that terrible event. About all that can be truthfully said is that Seattle was not wiped out by the fire, and that it took advantage of the calamity to put up better business blocks and widen the streets. The phenomenal growth however, began more than a year before.

This was due to the final attainment of railroad connection and the consequent possibility of this city becoming the objective of the entire transportation system of the Northwest. According to the understanding and calculations of all the men of penetration and experience who have examined the subject, from Stevens to Villard, Seattle is the point most eligible on the Pacific Coast for the great emporium. To this spot, consequently, we have seen the lines of transportation seek to make their way like streams of water seeking to reach the point of lowest altitude. But in the path of such movement obstructions were cast. Oregon for a time attempted to cast a dam across the stately stream of commerce and to divert its flow to her own metropolis, and again, with more reason and greater prospect of success, a great railway company endeavored to accomplish the same task and arrest its current at Tacoma. But one by one the artificial obstructions have been swept away and to Seattle the flood of commerce has opened a broad and unimpeded course and here has begun to accumulate its wealth. The influx of capital and the upspringing of buildings by the hundreds in 1888, was the first lapping of the stream before the barriers were finally altogether rolled away.

It is a spectacle worth pausing to contemplate—that of the final onrush of business life and commerce to its last great seat on the western shore of North America. San Francisco, brought into being by the sporadic and in its nature the temporary development of the placer gold mining of the beds of the Sierra Nevada watercourses, first reached a position of equality with the great cities of the United States, and became the mistress of the Pacific Coast. But, from this side and that, her tributary territory has been cut away, and while she still advances with long strides it has long since become apparent that it is only of the Californian and Mexican coasts that she will remain queen. Without doubt, not only will the through commerce of the Pacific pass to the eastern states, by Seattle but even the traffic destined to California will first touch land here. A saving of 500 miles at sea, and from forty-eight to ninety-six hours by making Seattle the entry of even the California, Nevada and New Mexican trans-Pacific imports is not to be disregarded. As to the Asiatic trade destined to the

Granville O. Haller
Colonel U.S.A., Retired

Atlantic coast, its right and necessity to land at Seattle must and will be conceded by every American, since at this port only can America compete with England for the round-the-world trade.

Portland, on the Willamette next arose, aspiring to be queen of the Pacific Northwest. With a situation remarkably good for an inland town, at the entrance of the Willamette valley, unsurpassed in beauty and fertility, and commanding the gateway to the Columbia river basin, it inevitably grew to the first place in the region north of California. So long as the primitive conditions continued it held its place. So long as it was able to constrain commerce to follow the lines of travel first cut out it felt secure. With the improvement of the rivers and the opening of the Panama or Nicaraugua canal, it will still possess some advantages as a commercial center. But it has not been able to maintain the primitive conditions, and the lines of commerce are taking a straight course past its docks, to reach the sea by Seattle. In all probability Portland will continue to advance at its present rate—a conservative, steady town, offering in some respects advantages superior to those of any other city, and having its own traditions and ways, devoid of the highest ambition or attainments.

But, without indulging in prophecy, it is well to mark here the steady stride past all possibility of artificial restraint of the latest and final seat of commerce toward its ultimate position. The trade of the Orient, the landing place from which transportation lines spread like a fan to all parts of North America; and where in turn the entire railroad system as represented by the four great American transcontinental railways concentrate and stop—such has Seattle become.

LIST OF BUILDINGS FOR 1888.

To make good the statements in the above, a list of the buildings of the three years 1888-89-90 will now be given.

As early as the former year the attempt to put up large and costly structures was manifested, showing the belief that the demand for rents would repay large expenditure. During this year some of our best buildings were erected—the Boston block on Second street remaining from the fire as a specimen of the business structures, and the two fine public school buildings, the Central and the South, showing the means and ambition of the people at that time. To these may be added the edifice of the First Methodist Episcopal church, built that year.

The Boston block, at the northwest corner of Second and Columbia streets, derives its name from the circumstance that it was erected by a syndicate of Boston capitalists of which Mr. Hermann Chapin is the agent resident at Seattle. The cost of this, then the finest building in the city, was $120,000, and it is in every respect of first-class work. On a stone foundation 120 by 108 feet, it was carried to a height of four stories, all finished in pressed St. Louis brick and rendered absolutely fire proof by the use of iron girders and posts and asbestos paper at the seams. It survived the fire without a mark.

The Central school house, still one of the most commanding edifices in the city, situated on the block between Sixth and Seventh and Madison and Marion, the whole of which it occupies, was placed on a foundation 155 by 110 feet and finished above two high stories, with stately and main and side towers in a style most imposing. It is of brick and stone exterior and cost $80,000. The South school house on Tenth and Jackson streets, of two stories, 108 by 126, and costing $60,000, is nearly as impressive.

The Methodist church edifice on Third and Marion, with corner spire and gothic window, is still one of the best in the city.

Among the notable structures of that year destroyed by the fire the year following were the Yesler building, on Mill street (Yesler avenue) opposite Commercial, a three-story brick, and costing $60,000; the Squire building on South Second and Main, of three stories, costing $35,000; and the Korn block on South Second and Mill (Yesler avenue) of three stories, costing $30,000; on the old Occidental hotel was spent $60,000 in improvements, making it the best hotel building north of San Francisco at that time; on the Oregon Improvement company's wharf was spent $150,000.

Below is given a list of most of the improvements of a value of ten thousand dollars or over, and, as near as may be, of all the strictly business improvements of a semi-public character:

A. A. Denny, storage wharf on Railroad avenue between Mill and Washington	$ 5,000
E. L. Terry, dock and warehouse, Railroad avenue between Mill and Washington	12,000
J. A. Hatfield, storage warehouse and improvement to dock, Railroad avenue and Washington	15,000
Harrington & Smith, addition to warehouse, Railroad avenue, corner of Washington	5,000
O. H. Holcomb, storage room, between Railroad ave., and Commercial, near Washington	1,500
West Seattle Improvement company, ferry slip and house	2,500
West Seattle Improvement company, at West Seattle	25,000
Collins & Colman, warehouse and hotel, Railroad avenue and Jackson	10,000
Stetson & Post mill, wharf and imp. on Mill foot of Commercial	50,000
Cedar Lumber company, wharf, foot of Commercial	30,000
Oregon Improvement company's wharf and offices, foot of Commercial	150,000
Kennett & Scott, lodging house, west side Commercial between Jackson and Main	6,000
Yesler block, Yesler avenue	60,000
Columbia and Puget Sound Railroad company, city dock, foot of Main street	5,000
John Collins, improvements to the Occidental hotel, corner Mill and James	60,000
J. M. Colman, for Battin & Co's warehouse, foot of Columbia	3,000
" " Fischer & McDonald's warehouse, foot of Columbia	4,500
" " Staver & Walker and N. A. Sanborn's warehouse	4,500
" " Knapp, Burrell & Co., warehouse, foot of Marion	3,500
" " Lansing & McDonald, warehouse, foot of Marion	4,500
" " John Leck's metal works, foot of Marion street	2,500
I. N. Bigelow, Mechanics mill, Railroad avenue, near Yesler	10,000
H. L. Yesler, machinery depot, Yesler's wharf, foot of Yesler avenue	3,000
" " Lumber company	6,000
" " Boiler works, foot of Seneca	2,500
" " Wagon shop, foot of Mill and Columbia	1,500
The Morse block, three stories, East Commercial between Jackson and Main	20,000
Seattle Soap company's wharf, foot of University	3,000
Seattle Transfer company's improvements on buildings cor. Second and Main	10,000
Thomas Hughes, two-story building, east side Commercial between Jackson and Main	7,000
Commercial Mill company's improvements	6,000
Excelsior Manufacturing company, Railroad avenue and Spring st.	1,500
Amos Burns, (agent) warehouse on Railroad avenue	4,000
W. C. Squire, warehouse at the foot of Seneca street	6,500
Charles Hopkins, Excelsior rooms foot of Seneca	1,000

Charles Hopkins, two-story house at foot of Seneca	$ 3,000
Almond & Phillips, iron foundry, Railroad ave. foot of University	23,000
Schwabacher Bros., warehouse, Railroad avenue, foot of Union	2,000
Johnson & Leech, smoke house, foot of University	20,000
G. W. Hall, wharf, foot of Vine street	6,000
Pacific Manufacturing company, mill and wharf, foot of Vine	10,000
Andrew Andrews, four-story building cor. Second and Washington	7,000
George Kinnear, Bartlett house, three-stories, east side of Second between Main and Washington	6,000
Kline & Rosenberg, three-story building, Washington and Second	6,000
W. C. Squire, three-story brick building, corner Second and Main	35,000
Allen & Wilson, lodging house, foot of Commercial	6,000
Cort's theatre, corner of Second and Washington	8,000
Nelson's hotel, three-story, on Sixth, between Washington and Mill	15,000
David Ferguson, five three-story dwellings between King and Jackson	10,000
W. H. Martin, Palace roller mills, corner Tenth and Hill	10,000
Bay View Brewing company, South Seattle	60,000
Newell Mill company, improvements, Colfax street	12,000
Hillory Butler, three-story block	8,000
Mrs. S. J. Russell, four story house, corner Third and Cherry	8,000
First Methodist Church edifice, corner Third and Marion	32,000
A. Mackintosh, two story residence, Third street, between Seneca and University	15,000
W. H. Reeves, two-story residence, corner Third and Seneca	10,000
L. Kline, dwellings	6,000
First Regiment Armory, on Union, between Third and Fourth	15,000
Mrs. M. V. B. Stacy, residence, corner Eleventh and Madison	15,000
L. H. Griffith, two-story house, corner of Pine and Second	12,000

As to the number of improvements, the foregoing is but a small portion, the total for that year being 1,447, the most of which were residences, costing from two thousand to five thousand dollars, though a large number were cottages of less expense.

Added to these must be mentioned the four miles of cable road from the city front to Lake Washington, built at a cost of $200,000, and the Front Street Cable at $300,000. Extensions of the gas and water pipes aggregated 37,000 feet, which together with the improvements at the gas and water works cost $90,000. The total of all improvements for 1888 was $3,099,990.

The remarkable growth begun in 1888 and continuing into the first months of 1889 without pause, received in June of that year a check that might have terminated the existence of a less vigorous city. This was the great fire, to an account of which a chapter is elsewhere devoted. The destruction was appalling and the city seemed for a few hours to have been annihilated. Nevertheless, such was the reserve force and substantial ability and confidence of the leading men of the place that they scarcely winced under the blow. The wealth of the place was, after all, but slightly located in its buildings or improvements, but chiefly in its site, and its position in reference to the country. Whatever reasons there were for having once placed buildings upon the site of the city, were still in continuance, and not a property owner but knew that his landed holding would be ample security for rebuilding even more expensively than before. Loss of time and interruption of business there must be, but these were reduced to a minimum by supplying the traders with temporary shelter, while new stores and shops and hotels went up. Even while the ruins and rubbish heaps were still smoking and not yet cool, many of the capitalists of the town gathered together forces of men and began the work of clearing and excavating for new buildings. This activity was looked upon by the public generally as simply a display of spirit. In this, however, the public was not altogether correct. The men who began the work of creating Seattle anew, were scarcely conscious of the display of energy which was so markedly noticed by observers. They were simply intent on saving time, and bringing as nearly as possible to completion, the plans for work laid down at the beginning of the year.

Great activity in building had begun early in the year (1889) on the outskirts and in the suburbs. A number of new towns were well nigh created. Such places were Latona, Edgewater, Fremont, Ross and Ballard, on the line of the Seattle and Eastern railroad, on the north shore of Lake Union and Salmon bay. Work begun here proceeded without interruption. At West Seattle and on Lake Washington work of an extensive and expensive character undertaken before the fire, proceeded without hinderance. Within the city limits, outside of the burnt district, building was going on or was projected on the most extensive scale. This continued without noticeable check. The improvements under construction in the district devastated—and these were of a large volume—were necessarily swept away. The effect, however, as to building, was simply to multiply by nearly ten, the aggregate of building for the season in the business center. That in the residence portion and on the outskirts and in the suburbs certainly was not increased, nor was it materially decreased. Probably the enormous demand for labor and material to carry to completion the work of 1889 in the year following, has materially diminished the building of residences during the year 1890. But this inequality will be set right during the coming year.

Including work under contract January 1, 1891, to the amount of about five million dollars, the total expenditure of 1889 was $13,547,979. Outside the limits of the city it reached $4,831,775. On street railways were spent $821,666; on wharves, $253,000; on public improvements, $747,000. The *Post-Intelligencer* of January 1, 1890, prefaced a complete list of the buildings erected during the preceding year with the following comprehensive statement:

> The year 1889 in Seattle has been an era of extraordinary building activity. More structures of all classes have been put up in the city in that time than in any three years of its previous history, and more, undoubtedly, than in any other city of its size in the United States during this or any other year.
>
> The summary of buildings completed and under construction is contained in the following figures:

Outside fire limits	2,728
Within fire limits	256
Fremont	175
Edgewater	38
Ross	36
Ballard	170
Latona	16
Boulevard	21
West Seattle	25
	3,465

> The cost of these improvements was as follows:

Outside fire limits	$4,831,775
Inside burnt district	2,138,438
Inside burnt district under contract	4,475,100
Street railways	821,666
Wharves	253,000
Streets—planking, (est)	145,000
Streets—grades (est)	530,000
Sewers (est)	70,000
Miscellaneous improvements	253,000
Water works improvement	30,000
Total	$13,547,979

There has been expended already on buildings in the burnt district, not completed and under construction, the sum of $1,631,100, of which no account has been taken. Neither is there record of those buildings which were erected before June 6 and swept away by the fire.

The figures are astounding, but they are absolutely correct, having been collected with the utmost care, and with regard only to completeness and accuracy. The cause of this remarkable record, it is well known, has been first, he unprecedented prosperity of the city; and, second, the replacing of the district swept by the fire of June 6. The number of buildings included in the latter list, however, is small, compared to the great total.

The work of building has been carried on in every part of the city. It has been visible most in the burnt district and along the most usual routes of travel. The suburbs of the city—Fremont, Edgewater, Ross, Ballard, Latona, Boulevard and West Seattle have experienced astonishing growth, and heavily swell the grand total. The great proportion, however, has been in the corporate limits of the city, every portion of which has added its quota of new structures.

The buildings are of every kind and description. They include all manner of business structures, from the gigantic brick with stone and iron foundation and fanciful trimmings, to the plain residence built only for dwelling purposes, and with no attempt at ornamentation.

Although the work completed or begun in 1889 was as great, the volume of money actually expended in improvements during 1890 was still greater, reaching the sum of $10,680,461.

This vast amount was for building and improvements on the largest scale, a credit to any city, and built for all time. Without doubt, the business structures on the main streets will stand for use and occupancy for a hundred years; and to this extent the city is finished. The business blocks are laid out on a scale for a city with a population of a quarter of a million.

A valuable comparison has been made by the *Post-Intelligencer*, between the building and business of Seattle and of San Francisco—a city of about 300,000 inhabitants—which exhibits the rate of speed now attained by the northern metropolis. As an item of permanent value it may be inserted here:

San Francisco has six times our population. This (1890) has been an exceptionally prosperous year for that city. So true is this that the *Evening Bulletin* of December 26 made it the subject of a boastful statistical showing. Therein it is stated that although the year 1889 had been "an exceptionally good one for real estate, the transactions footing $33,800,000, exceeding those of the previous year by $9,000,000, and more than double the volume of business in 1886, the total sales of 1890 are still greater and will reach $35,000,000." The total sales for the year in this city, amount to $23,387,727.80, or more than two-thirds as great as the total in a highly prosperous city of six times our population, and 50 per cent. above San Francisco's transactions in 1886, with more than 250,000 population.

As to the building operations of the year in the chief city of the Golden State, the *Bulletin* says: "During the year just nearing its close the large sum of $10,600,000 has been expended in building operations. Such an amount of itself has been a great factor in giving activity to many departments of retail trade, as a fair proportion of the money went in payment of wages, to be distributed again in other channels for personal necessities." This was for 1,637 buildings, against 1,341 put up in 1889 at a cost of $7,622,355. In Seattle during the year 1890 there was expended for 2,160 buildings, completed and in course of construction, the sum of $8,935,657, or about 85 per cent. of San Francisco's expenditures for 1890, and more than 15 per cent. above that city's expenditures for 1889.

It will be observed that more than two-thirds of the buildings put up in this city within the year, and more than half the expenditures were outside of the business district, and related in larger part to substantial residences. And especial attention is invoked to the large proportion which churches, school houses and reputable places of amusement bear to the total of buildings erected, which, together with the proportion of residences, bears testimony to the substantial and desirable character of the additions to population and improvement.

In respect to commerce, manufactures and bank clearances, a careful study of the figures will show that Seattle will compare favorably with cities of two or three hundred thousand population in the older sections of the Atlantic coast and the Mississippi Valley. And the same is true in respect to expenditures for improvement of streets, water-works and the like, footing up $515,804; and for extension of street railways ($935,000) and for electric lights and gas ($294,000), the whole, including buildings of all kinds, making the enormous total of $10,680,461. All of these expenditures that were not for works of public improvement or for private use are making handsome returns to the investors. It is considered safe to say that there is not a city of equal size in the United States in which there are so few vacant business houses, residences or offices. As a rule everything of the kind, built for rent, is engaged at remunerative prices before completion.

As to growth of the productions, commerce and wealth of the region upon which the metropolis must depend, the following careful summary is given:

AS TO AGRICULTURAL PRODUCTIONS.

Official reports from the national bureau of agriculture place Washington at the head of the list in average of wheat production to the acre, with an average of 23.5 against 15.8 for California, 10.6 for Dakota, 11.3 for Minnesota, 15.7 for New York, 18.0 for Ohio, 13.4 for Pennsylvania, 16.08 for Oregon, and 15.5 for Illinois. Therefore, to equal the wheat production from 1,000 acres of Washington wheat lands would require 1,487 acres in California, 2,217 acres in Dakota, about 2,080 acres in Minnesota, 1,496 acres in New York, 1,305 acres in Ohio, 1,753 acres in Pennsylvania, 1,460 acres in Oregon, and 1,516 acres in Illinois.

The same authorities show that the average per acre of hop production is greater in this than any other state, and unlike any other of the states in which this valuable crop is extensively cultivated, the Washington hop raisers have never experienced a failure, and there have been but slight variations in the average.

AS TO PROSPECTS.

But these results might be considered ephemeral, and there might be a suspicion that the climax has been reached. But such, evidently, is not the opinion of the great railroad transportation companies. They are concerned about the future, not the past. They have the most powerful motives for studying future prospects. Their record of 372.14 miles of new track within the year, of 951.41 under construction and twice as much more projected, bears eloquent testimony as to the results of their observations. And even more eloquent, if that were possible, is the record of government land sales in the state within the year, of which but a few acres short of two millions —1,973,693.13—passed from the government to private hands, the whole of which will be at once added to taxable values, and the larger part to production.

AS TO COMMERCE.

The general growth of commerce in this section is well illustrated by the official statements of the treasury department, which show imports at Puget Sound ports amounting to $353,271 for 1890, against $254,102 for 1889, a gain of 35 per cent.; and exports of $3,518,001 for 1890, against $2,474,850 for 1889, a gain of 42.1 per cent. The wholesale and jobbing trade of Seattle has swollen from about $20,000,000 in 1889 to about $31,000,000 in 1890, and on the basis of clearing-house reports and statements of bankers it is deemed safe to estimate that in transacting the business of the city money has changed hands within the year to the amount of two hundred million dollars, an increase of fully 15 per cent. over the previous year, and this may be accepted as a fair gauge of business conditions generally throughout the state.

AS TO WEALTH.

Official figures as to the year's increase in taxable values afford a fair index of the results and possibilities as to individual betterment. The increase in the city of Seattle was in round numbers, from $16,000,000 in 1889 to $26,000,000 in 1890, or 62½ per cent. The increase in King county was from $23,733,495 in 1889 to $40,415,935 in 1890, or over 70 per cent. Whatcom county has increased its taxable property by 600 per cent. within two years; from $2 000,000 in 1888 to $14,000,000 in 1890. In the whole state the increase has been from $124,795,449 in 1889 to $221,448,136 in 1890, a gain of $96,652,687, or over 76 per cent.

On the whole nothing is so astonishing as the increase in the wealth of the whole state during 1890 of over 76 per cent. The increase of Seattle, remarkable as it was, is but 62½ per cent., showing that the fears of those who think the city has been growing too fast are groundless, since with all its enormous exertions it has hardly been able to keep up. Nothing could demonstrate more plainly that the growth of the metropolis is but a legitimate effort to keep up with the demands of the state of which it is the commercial center.

Of two great enterprises the following special mention, both from the *Post-Intelligencer* of January 1st, 1891, is properly inserted. These are the grain elevator at West Seattle and the iron works at Kirkland on the east end of Lake Washington.

THE ELEVATOR.

Following the equalization of rates by the Northern Pacific, Seattle made immediate preparations for the storage and shipment of a share of the immense wheat product of Eastern Washington. The first foreign shipment of cereals from this port was made this year. Last March the Seattle Terminal Railway and Elevator company was organized for the purpose of erecting wheat warehouses and elevators in West Seattle, and constructing to them a railroad from the railway terminals of Seattle. The company secured a franchise for a right-of-way of thirty feet next the deep water on Railroad avenue west from South Second and Weller streets southwest to the city limits. From this point the company purchased the right-of-way and necessary real estate to construct the line over the shoal water around the head of the harbor to Alki point. On May 15th the contract for the construction of the road, to be completed August 15th, was let to the San Francisco Bridge company. At the same time the contract for the construction of the warehouse and elevator was let. Over $325,000 was expended on these improvements. The railroad and its equipment cost $145,000, the warehouse and elevator $160,000, while over $20,000 was paid for right-of-way. The capacity of the elevator and warehouse is 2,500,000 bushels of wheat. The warehouse is 521 feet long by 125 feet wide and two stories high. The elevator extends up through the center 125 feet above the first floor.

THE GREAT WESTERN IRON AND STEEL WORKS.

Adjacent to Seattle are iron deposits of vast extent and established value, and, with the advancement of the country, their development has been a matter of certainty. The Great Western Iron and Steel Works, successor to the Moss Bay Hematite Iron and Steel company, is now building at the town of Kirkland, on the east side of Lake Washington, opposite Seattle, an extensive plant for the reduction of this ore. The company last May announced its organization and intention, the following persons being interested as stockholders: General Russell A. Alger, of Detroit, Michigan; Joshua M. Sears, of Boston; Hon. J. S. Fassett, of Elmira, New York; H. A. Noble, of Des Moines, Iowa; Peter Kirk and W. W. Williams formerly of England and now of Kirkland, and A. A. Denny, Columbus T. Tyler, Edward Blewett, Jacob Furth, L. S. J. Hunt and Bailey Gatzert, of Seattle. Former projects for the establishment of these works had been delayed, and the new company announced that the necessary money was at hand, and that it proposed to go to work immediately and carry its plans to execution, expending $1,000,000 the first year. It is evident at this time that the company is fulfilling its promises. A large foundry, machine shop, blacksmith shop and pattern shop are in course of erection, and a sawmill is in operation. The first vessel loaded with fire-brick and other material will arrive from England about March 1st, and rapid construction of the first blast furnace will follow. After the furnace is built the rolling mill will be built. Two hundred and seventy-five tons of machinery have been purchased in the East, and will be shipped to Kirkland as soon as needed.

The iron ore to be used at the works will be from the Denny mine, in the Snoqualmie pass. A force of men is now engaged in opening up this mine, and a contract has just been let for the extension of the Seattle, Lake Shore and Eastern from Salal prairie to the mine. The Northern Pacific is likewise building from Palmer on its main line to the mines. The Lake Washington belt line is graded from Renton to Kirkland, and will be extended thence to connection with the Lake Shore road near Redmond, giving railroad communication from Kirkland to the mines, and also with the Northern Pacific railroad. The object of extension of the Lake Shore road to the mines is, of course, to render their product available.

The Denny iron mine is inexhaustible. It has been demonstrated by analysis and test that it will make Bessemer steel of first quality—indeed, it has been unqualifiedly pronounced by skilled Eastern manufacturereres the best Bessemer ore yet discovered. Following is an analysis of samples of ores.

No. of Sample.	*Metallic Iron.*	*Silica.*	*Phosphorus.*	*Sulphur.*
No. 1	69.39	2.72	0.035	0.042
No. 2	71.17	1.20	.039	.005
No. 3	68.56	2.73	.035	.019
No. 6	67.17	4.02	.031	.042
No. 7	69.40	2.23	.035	.008
No. 8	70.18	1.87	.031	.013

The value of the Denny mines is greatly enhanced by the proximity of a great ledge of limestone, whose use as a flux in the reduction of iron ore is indispensable. This natural adjacency of iron and limestone is said to exist nowhere else in the world. The immediate presence of coking coal is a third very important factor in the cheap reduction of the ore. The convenience of coal, limestone and the raw iron reduce the cost of steel manufacture to a minimum. Freights for iron from the nearest Eastern reduction works are $22 per ton, a difference that, with cheap production, gives the Seattle works a practical monopoly of the entire Pacific Coast. The market of the Kirkland works will be the Pacific Coast and China and Japan, which will unquestionably use enormous supplies of steel rails during the next few years. It is estimated that the demand for rails on this coast alone for the next few years will be sufficient to test the full capacity of the works.

The immense importance of this industry to Seattle cannot easily be overestimated. Several thousand men will be directly employed in the operation of these works, and the number of correlative manufactories that will be started for the utilization of the iron and steel product is certain to be large. It is noteworthy that the Kirkland company has pursued its objects quietly and with no undue display. Work has gone steadily forward, and the most satisfactory evidences given that the plant will be completed in reasonable time. The extension of the Lake Shore road and Northern Pacific to the iron deposits, and the construction of the belt line, are directly due to the inauguration of the enterprise. As stated before, material for construction and a great amount of machinery has been bought and will arrive soon. Work will go ahead rapidly and the blast furnace will be finished some time this year. Construction of the rolling mill will then follow.

The *Post-Intelligencer* of January 1st, 1891, begins its review of the building operations of the preceding year with the following very satisfactory statement of results:

There were constructed in Seattle and suburbs during 1890, and are in course of construction, 2,160 buildings, upon which an aggregate of $8,935,657 was expended. The record is as follows:

BUILDINGS.

	No.	*Expenditure.*
Business district, completed	100	$4,126,800
Business district, incomplete	15	*915,000
Outside business district	1,460	3,029,825
Suburbs	585	864,032
Total	2,160	$8,935,657

* To cost when finished, $1,961,000.

PUBLIC IMPROVEMENTS.

Expenditures for public improvements by the city were:

Grading, planking and repairing streets	$198,678
Bulkheads	3,480
Cleaning streets	21,407
Stone sewers	29,000
New sidewalks and crossings	14,739
Extending water mains	200,000
Boilers, pumps and fittings	18,500
Miscellaneous	30,000
Total	$515,804

RAILROAD AND ELECTRIC LIGHTS.

There was extensive extension of street railways and large amounts have been expended in new electric light and power and gas works, as follows:

Street railways	$ 935,000
Electric lights and gas	294,000
Total	$1,229,000

RECAPITULATION.

Buildings	$ 8,935,657
Street work, sewers, etc.	515,804
Railways and electric	1,229,000
Grand total	$10,680,461

Thomas T. Minor

The record, while not so extended as that of 1889, is not the less a remarkable testimonial of the activity of the city during the year. The conditions of 1889 were extraordinary, and the devastation caused by the fire rendered necessary the immediate construction of a great number of buildings and the outlay of enormous sums of money. Construction during the year, therefore, reached high water mark, the amazing number of 3,465 new buildings being the result. It would have been natural to expect a marked cessation of operations during the year; but it did not occur. During the entire season the principal streets of Seattle were lined with evidences of new construction. Brick, stone and lumber, and other building material everywhere interrupted traffic of the street, and continuous passage for considerable distances was nowhere possible. Thousands of men were given steady employment at good wages during the entire season, and the disbursement of such great sums of money was felt in every line of industry. The year has indeed been one of wonderful activity.

The building energy of the city has not been confined to one part of the city. It has been manifest throughout the entire residence portion and in the suburbs—Ballard, Fremont, Edgewater, Latona, Green Lake, South Seattle, Kirkland and West Seattle contributing to the total. An immense amount of lumber was used and about 35,000,000 brick. The sum expended for other material—stone, iron, pressed brick, etc., etc.—was immense. The character of buildings, business and residence, is creditable in the highest degree. It is not too much to say that no other city of 50,000 inhabitants in the United States can make such a remarkable showing of great rows of business blocks constructed in the most artistic, costly and expensive manner. There is a large number of these buildings that would attract attention in New York. The six-story Pioneer building of Hon. H. L. Yesler is of remarkably fine and noble appearance; the six-story Harrisburg block of solid stone, by W. E. Bailey, is conspicuously imposing; the office building of Judge Thomas Burke is unexcelled in style, finish or aspect. Amongst new buildings of metropolitan appearance and admirable finish may be mentioned the Occidental block, Starr-Boyd block, four stories; Safe Deposit, seven stories; Washington block, six stories; Toklas-Singerman block, four stories; Colman block (unfinished,) five stories; the Gilmore block, seven stories; Haller block, five stories; Jesse W. George building, six stories; Butler block, five stories; Seattle National Bank (unfinished,) seven stories, while the number of three, four and five-story buildings is so numerous as to forbid mention. Almost without exception they have been built in modern style, with costly and handsome exterior and interior finish. Public buildings include the stately court house, prominently erected upon the Seventh street hill. The Denny hotel, nearing completion, upon Capitol hill, is of striking architectural finish, and altogether is one of the finest buildings on the Pacific Coast. As a whole, the character of Seattle buildings far excels those of ordinary cities of the size of Seattle. They impress all visitors with the metropolitan aspect of the city and are a substantial monument of the matchless public spirit and liberality of the people of Seattle, and of their faith in its continued prosperity.

Many elegant residences have been erected, and the usual style of dwelling is uniformly neat, tasteful and convenient. The great army of home-builders who have been operating in Seattle during three years past, are housed in quarters not inferio to those of any city in the world. A ride through the residence portion of the city will give an idea of the enormous amount of building that has been done.

During the year progress was made in public improvements, in the way of grading, planking and repairing streets, in extending and enlarging the water service, and in laying sewers. All this work is directly in charge of the municipality.

No city is better lighted than Seattle, particularly in its business portion. Large sums have been expended during the year in extending the electric light and gas service. There are three companies operating in Seattle, and all have greatly enlarged and improved their plants.

Seattle's already extensive system of street railways was greatly enlarged during 1890, thirty-three miles of single track and six and three-fourths of double track, a total of forty-six and one-half miles single track (cable and electric) being built. A close estimate places the total amount expended at $935,000.

This brings the review of the building of Seattle almost to the present time. It may be added that the activity which has been so marked in the past two years still continues, and that many buildings now under construction or projected will add materially to the beauty and prosperity of the city.

CHAPTER XV.

COMMERCIAL CONDITIONS AND PROSPECTS.

Review of Seattle's Commercial Development—The Process of Growth—A Forecast of the Future.

UPON closing this view of the trade, commerce, manufacturing and transportation of Seattle, certain great features stand strikingly out. The first of these is the steady expansion that has taken place in all of these departments. This has not always been uniform, but never has there been a decided retrograde movement. Seattle has had its alternations of rapid expansion and business depression, the one enlarging its borders and multiplying its numbers, and the other teaching its people how to combine and act as a unit in the affairs concerning their interests. By this process of alternation the growth has been made. Within the space of one generation, a period of forty years, commerce has grown from what could be shipped away in one brig to its ten millions per annum. Trade that could be done in a few weeks from the deck of a vessel, for a year's supplies, now reaches an annual volume of more than thirty million dollars. The half dozen roving vessels have increased to more than three hundred steadily plying vessels embracing many that are large and costly, and aggregating a total tonnage of nearly one hundred thousand tons. Manufacturing has grown from nothing to a value of more than fourteen million dollars annually. The population has increased from twenty-four persons to fifty thousand. That this growth is unprecedented will not be claimed, but that it places Seattle abreast of the most progressive communities of America will be seen at once. To find comparisons we must go to such places as San Francisco, Kansas City, St. Paul and Minneapolis and Chicago.

As to the process of growth, it will be seen that it was backward and delayed until after 1888, and was not rapid until after 1885. The manifest cause was artificial obstructions thrown in its path, and upon the final giving away of the barriers population pressed to the spot like a flood. The population in 1860 was but little over one hundred, and the gain between 1860 and 1870 was about a thousand. Between 1870 and 1880 the gain was 2,452, the whole population of that year being 3,553. Between 1880 and 1890 the gain was about forty thousand, the total population being 43,914. Growth in commerce and trade was in about the same proportion.

Comparing the population with that of the state we find it in 1860 about one to a hundred: in 1870 about one to twenty; in 1880 about one to twenty; and in 1890 one to seven. But, even so, it does not sustain a metropolitan relation. Portland, in Oregon, has about one in five out of the whole population. San Francisco has one out of every four in California. New York City has about one in four; Chicago one in three of the population of Illinois; and St. Paul and Minneapolis about one in three of the population of Minnesota. The metropolis of Washington ought to have from seventy to eighty thousand inhabitants on this method of calculation. The intense and feverish activity of Seattle to meet something like this figure becomes clear. Washington has been in doubt about the metropolis until the railroad system took form, but upon that becoming decisive the energies of the state are crystalizing at Seattle as the chief city. It is not a "boom" or a forced growth, but simply an earnest effort to meet the demands of a metropolis, that causes the extraordinary development at present.

Applying the same method of estimate, a safe forecast of the future may be made. During the past year the state has increased its population more than one hundred thousand. At the same gait it will have, in 1900, about one and a half millions of people. If one-third of this number is concentrated at the metropolis, this would give Seattle five hundred thousand people. But to allow for the manifest fact that other points on the Sound are disputing the supremacy with Seattle, let us suppose that this half million metropolitan population is divided between three cities on this water. These would probably be Seattle, Tacoma and some point to the north. Supposing the same ratio to exist between them then as now, we should assign fifty per cent. to Seattle, forty per cent. to Tacoma and ten per cent. to the third city, or two hundred and fifty thousand to Seattle, two hundred thousand to Tacoma and fifty thousand to the third city. But it is not at all probable that the proportion would be maintained. The gravitation toward the largest city is prodigious. Seattle would have no less than three hundred thousand. But, to listen to the voice of the conservative man who has no taste for rash conjectures, let us suppose the state gains only at half the present rate, or five hundred thousand in ten years. This would make about nine hundred thousand, or three hundred thousand for the three chief cities on the Sound, of which Seattle would have not less than one hundred and fifty thousand, and probably two hundred thousand. To build the city fast enough to accommodate from one hundred thousand to one hundred and fifty thousand more people in ten years would necessitate the expenditure of not less than fifty million dollars in dwellings, street work, street railways, shops, stores and rooms. This would mean an outlay of five million dollars a year in simple improvements. Besides this large sum there would come outlays of even greater amounts in the line of manufacturing, ship building, extension of commerce and opening of more railroads. This means not only people here, but work for them after they come. On this very safe estimate, a method which no one will impeach, applied in the most conservative way, the outlook of Seattle almost justifies the most extravagant claims of the real estate dealers. It is a moral certainty that before the close of the century the residence and suburban portion of the city will extend over the plateau between the bay and the lakes, with villages and villas on the whole east shore of Lake Washington, and Lake Union and Green Lake will be wholly enfolded. West Seattle, Alki Point and West Point will be occupied with villas, and the whole shore line to Tacoma will be more or less improved.

A second consideration, resulting from the fact of growth, is that the city is now past all artificial conditions. There was a time when the mandate of a railroad could cripple Seattle. But the city now represents so much wealth and power that no action of any road can move it from its moorings. There is no longer profit in trying to create new cities upon sites not desired by the people. The centers of business are sought by the railroads, not made by them. This is recognized. Owing to this fact the speculative era is passed. Steady, hard and careful industry now remains. Prosperity is simply a matter of good calculation and persistent effort, good luck no longer figures as the goddess of the town. Hypothesis is mainly eliminated.

Another feature less pleasant cannot be overlooked, which is that the industries hitherto pursued and the matter of ownership of them, has not been conducive to the most rapid or the best development of the Puget Sound country. Notwithstanding the millions that have been paid here for lumber, the milling points have scarcely made a showing of improvement in the forests; they have not created towns and stimulated settlements to be the source of future wealth. The profits are taken abroad. Turning to the coal business one sees the same situation. The coal mines most operated are owned by capitalists of distant cities who make it practically impossible for the country at their mines to be settled by denying the ownership of land for houses, finding it more profitable to own and rent cottages to their workmen. The profits saved by methods like these are sent to distant cities to be spent in improvements there, not here. By reference to the navigation companies it is seen that many of the principal vessels are owned at Portland or New York, and their earnings are sent abroad. The earnings of the railroad companies are, of course, sent to New York as soon as made. Even a large proportion of the rental of buildings must at once leave the city in payment of interest used in buildings. This is a condition manifestly unfavorable to the most substantial building of the place. It renders quite impossible the amassing of capital here as might be done if the owners of the forests, mines and navigation and railroad lines and the money lenders were residents. It tends inevitably toward a condition in which the city and tributary territory is regarded as only so much property to be worked for the sole and immediate benefit of the foreign owner. It reduces the state to the position of a financial province of New York. As a permanent condition it retards growth and becomes intolerable. It may, however, be hopefully said that this situation in Seattle is but temporary. Capital is gathered here over and above expenditures. Those commanding the resources of the state are making residence here. The situation is analagous to that of San Francisco in early days when money was made there but to be shipped away. It is a condition imposing difficulty, but is unavoidable in the growth of a great town when capital must be had and can be obtained only by paying high interest. But it is a condition that passes off as the town grows old. It is not wholly evil, since capitalists who have lent money here on Seattle securities become thereby interested in the place and either themselves or friends are induced to make here their homes.

CHAPTER XVI.

SCHOOLS.

The State University—First Schools—Establishment of Public School System—The Central School—South School—Denny School—Minor School—Rainier School—Present Condition of Public Schools—List of Teachers—Private Schools—Business Colleges.

AT the head of the educational institutions of Seattle must be placed the State University, which, although it is a state institution, has always had a local significance, and especially so during the early days of its existence when it was sustained almost entirely by local support. The history of its inception and establishment has been fully given in preceding pages. It is the oldest educational institution north of the Columbia river, and had it received in its early career the support it deserved, which now is more willingly accorded, its scope of usefulness would have been largely increased. The first class graduated from the institution was in 1876, and since then there have been graduates every year. There are four courses of study, the classical, the scientific, normal and commercial. The classical course leads to the degree of A. B., and the scientific to the degree of B. S. The normal course is designed to prepare teachers for the public schools of the state. The several departments of instruction are as thorough and comprehensive as those of any other institution of like grade in the country. Last year (1890) there were registered 287 students representing all parts of the state. The university receives an annual appropriation of $5,000 from the legislature, which, with a small revenue from the sale of lands and tuition fees, is its only source of support.

The faculty consists of T. M. Gatch, A. M. Ph. D., president, mental and moral philosophy; O. B. Johnson, L. L. B., natural history; J. M. Taylor, M. S., mathematics; Miss E. J. Chamberlin, B. A., preceptress, German, English literature and history; Charles Reynolds, B. A., Greek and Latin; Miss J. L. Chamberlin, instrumental music;

Miss Claire Gatch, teacher of art and librarian; Prof. Crandall, vocal music; Mlle. Camenen, instructor in French; Prof. E. K. Hill, principal of preparatory department. It is under the control of a board of regents appointed by the governor. The present board consists of John Leary, Judge Thomas Burke, General J. W. Sprague, J. P. Judson, J. J. Browne, A. A. Phillips, Richard Osborn and P. B. Johnson.

During recent years the subject of removing the university from its present site to one better adapted for such an institution has been generally discussed and has resulted in the legislature taking action on the matter which is likely to culminate in the attainment of the object sought. The city has grown up around the beautiful campus clamoring for the space and making the land so valuable that ample means will be had, together with suitable state appropriation, to secure accommodation and buildings adequate to the educational demands of the rapidly growing state of Washington.

On the alley dividing the block between Front and Second and Cherry and Columbia streets stood, until a comparatively recent date, the first building used for school purposes in King county. It was a small frame structure, built in 1853 by W. G. Latimer. It was occupied by Mr. Latimer and a friend for a short time as a bachelor's hall, but it was destined for a more noble and glorious purpose. The next year its loneliness was broken by the voices of merry school children. In the spring of 1854 an intelligent and cultured lady, the wife of Rev. D. E. Blaine, took possession and opened the first school in King county. This primitive school lasted for three months and was supported by subscription, Mrs. Blaine receiving about $10 per pupil for the term. The names of the pupils who attended the first term of this school have been preserved and are as follows: Mary, Susan, Alice and Eliza Mercer, Ursula and George McConaha, Laura, Olive and Virginia Bell, Rebecca Horton, Louisa and Nora Denny, Hulda Phillips and Ruby Willard. Mrs. Blaine taught a second term the following spring in her own house, corner of Cherry and Second streets. She was followed as teacher by Miss Dorcas Phillips, who in turn was succeeded by Mr. E. A. Clark, Edmund Carr, David Graham, Addie Andrews, Edwin Richardson and Rev. Daniel Bagley, all of whom taught in the Latimer building, except Mr. Clark, who taught in a building erected by himself and known as the Terminus.

At the first session of the legislative assembly of Washington Territory, held in 1854, a school law was passed, containing provisions for the establishment and maintenance of county schools. Dr. H. A. Smith, of Seattle, was appointed superintendent of schools for King county, but as the county at this time contained only 170 inhabitants, it can easily be imagined that the duties of his office were not onerous, nor the emoluments large. The amount of revenue for school purposes derived from taxation was very small for many years, the teachers having to depend almost wholly upon the school patrons for their salaries.

For several years after the passage of the school act, the city of Seattle erected no school building of its own. The University building, completed in 1861, was occupied for public school purposes immediately thereafter. The school children of the city were farmed out to that institution for a number of years. Mrs. O. J. Carr taught a term of three months in the University in the summer of 1862. Her school included all the children in Seattle and vicinity between the ages of six and sixteen. The register of Mrs. Carr is still extant and shows the following list of pupils enrolled for the term: Rebecca Horton, Eugenia McConaha, Loretta Denny, Eunice Russell, Jane Wetmore, Mary Boren, Gertrude Boren, Christine DeLin, Mary DeLin, Eva Andrews, Inez Denny, Ma[illegible] J. Denny, Mary White, Ettie Settle, Louisa Coombs, Wm. R. Andrews, Robert G. Hayes, George Manchester, John B. Libby, Anders F. DeLin, Wm. Boren, Frank Wetmore, Charlie Clark and Joe Crow.

After several years' experience the directors concluded it would be best to have the public school separated from the University. The district being without a school house, the old county building, which stood opposite the court house on Third street, was rented and here for several terms school was conducted. Among those who taught in this building may be mentioned the names of D. B. Ward, Mrs. Wm. Hammond and Mrs. Alma Preston. Also among the teachers of this early period was Mrs. S. J. Russell, who taught a three months' term in Yesler's Pavilion in 1869.

The question of building a school house agitated the minds of the citizens of Seattle for several years before any definite action was taken. Finally, in April, 1869, after several meetings had been held to discuss the subject, the directors were authorized to purchase four lots on Third street, of C. C. Terry, for $500, property which fourteen years later was sold for $30,000. Upon these lots a two-story frame building known as the Central school, designed to accommodate 112 pupils, was erected and first occupied in September, 1870. Miss L. M. Ordway was the first principal, assisted by Mrs. C. M. Sanderson. The latter remained for three years. Miss Ordway was succeeded in order by Miss Phelps, Mrs. A. Mackintosh, Mrs. L. W. J. Bell, Mr. J. H. Hall and Mr. E. S. Ingraham, the latter taking charge in September, 1875. Soon after the opening of the Central school it was found necessary to provide for a primary class elsewhere. Accordingly the directors rented the Fisher building, corner of Third and Union streets, and placed the school in charge of Miss Caroline Parsons. Seattle was not long in outgrowing these school accommodations. During 1872 two lots were purchased of A. A. Denny in the northern part of the city, and in 1873 two more lots were purchased of Thomas Clancy in the southern part of the city. Two buildings were erected upon these sites in 1873. The South school was opened by Miss Mary Tibbell and Miss Mary Smith in September, 1873, and the North school at the same time by Miss Lizzie Clayton and Miss Agnes Winsor.

At a special school meeting held in April, 1876, the advisability of enlarging the school quarters was again presented. During this year two lots in Belltown and the block now occupied by the Central school were purchased. A frame building was immediately erected on the Belltown lots, which was used for school purposes until the property was sold in 1884. A temporary school house was built on the Sixth street block in 1877 and remained in use until 1884 when it was sold and moved upon an adjoining block.

The foregoing is a brief history of the period of "small things" in Seattle's record as far as public schools are concerned. Up to the beginning of the year 1880, the city had not outgrown the dimensions of a small hamlet, and no public school buildings had been erected costing more than a few hundred dollars. These years had been years of slow growth. But now the building of the Northern Pacific railroad was attracting the attention of the country to the Puget Sound region. Immigration began to pour in more rapidly, and almost before the people realized it Seattle began a rapid growth in population and commercial importance. The inadequacy of the public schools of the city to meet the needs of the rapidly increasing population was soon perceived and a more liberal policy of improvement was inaugurated. In May, 1881, the crowded condition of the several school buildings forced the subject upon the attention of the citizens. All the available room in the several school buildings was filled with children, and many were unable to attend, owing to lack of accommodations. This state of affairs aroused the people to the necessity of securing additional school room. Several plans were proposed, but none of them seemed to meet public approval. Finally the board of directors called a mass-meeting of the citizens which was held in Yesler's hall, January 14, 1882. This meeting was addressed by Judge J. R. Lewis, Judge Thomas Burke, Judge Orange Jacobs and Hon. W. H. White, all of whom strongly urged a liberal policy in the construction of school buildings, and their remarks had no little effect in creating a strong public sentiment in this direction. At this meeting the plan of erecting a large central school house met with favor, and a committee was subsequently appointed to visit Portland and ascertain what could be learned there relative to school buildings. Upon the return of this committee a special meeting of the legal voters of the district was held, April 1, 1882, when a tax of $24,000 was authorized to be levied to build a school house on the Sixth street block. Work upon the building was soon after begun and early in 1883 it was completed and opened for school purposes. It was a frame building, two stories in height, with six school rooms. It was an imposing structure, costing over $30,000, and at the time was one of the most notable buildings in Seattle. It was designated as the Central school.

The large additional school facilities secured by the Central school, however, were not equal to the rapidly growing population of Seattle. Soon after this building was completed another was begun on the block bounded by Wall, Sixth, Battery and Fifth streets. Work on this building, known as the Denny school, was begun in August, 1883, and completed in September, 1884. This building is 108x86 feet in dimension, two stories in height and cost about $46,000. This school, with the Central and South schools, for a time furnished ample accommodations for the children of the city, but in 1886 additional room was required, and from that time to the present, although much has been done in the way of erecting large school buildings, the city has not been able to keep pace with the rapid increase in population, it being necessary, to meet the pressing and immediate demand for more room, to rent quarters in various parts of the city.

In April, 1888, the Central school was destroyed by fire. During the same month the erection of two brick school houses was authorized, to take the place of the one burned and the South school. The city was bonded for $150,000, which, with the sum of $26,000 secured as insurance on the Central, made a sum sufficient for the purpose. Both buildings were completed in 1889, the Central at a cost of $90,000 and the South school at a cost of $77,000. The former, a gothic structure, 156x101 feet in dimensions, three stories and basement in height, is one of the finest school buildings on the Pacific coast. Situated about two hundred and fifty feet above the bay, it commands an unobstructed view of town, harbor, forest, mountains, lake and bay. Its three towers, the middle one one hundred and thirty feet above the ground, and the graceful proportions of the building itself, are objects sure to arrest the attention of strangers as they near Seattle, whatever may be their avenues of approach. It has accommodations for 800 pupils. The South school is quite similar in architecture, just as substantial, but a trifle smaller. It has room for 700 pupils.

When the Central and South schools were opened it was thought that with the other buildings then in use ample provision had been made for the school children of the city, but before many months had passed it was found necessary to rent additional buildings for school purposes throughout the city. During 1885, quarters for a school were rented on Jackson street, where, from 20 scholars registered in 1886, over 500 were registered in 1890. A corresponding increase has been made in other districts where schools were opened. In the Madison

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street school which was opened in the latter part of 1888, 111 pupils were registered for the school year ending in July, 1889, while the total number for 1890 was 326.

The year 1890 was one of surprising growth in the public schools. The rented quarters in different parts of the city proved inadequate to the demands made upon them. Suitable sites were purchased for no less than six school houses at an aggregate cost of nearly $35,000, and the Columbia, Mercer and Rainier school houses, costing $24,000 each; the T. T. Minor, costing $20,000; a building on Bush street of four rooms, costing $6,000, and one at Randall street at a cost of $1,000, were erected. This made nine school houses, besides which nineteen rooms were rented. Within the period of one year the school accommodations of the city were doubled. The Columbia school located in the Pontius addition near Lake Union; the Mercer between High and Valley and Ash and Box streets; the Rainier, formerly known as the Jackson street school, on King street between Market and Taylor, and the T. T. Minor school, formerly known as the Madison street school, are all large, fine buildings with from five to eight rooms each and finely equipped with all the modern improvements.

The growth of the public school system of Seattle during recent years has been no less remarkable than the city's advance in population and commercial importance. Six years ago there were but seventeen teachers, but two school buildings and 1,478 registered scholars. Now there are eight large school buildings, some of them magnificent and costly specimens of architectural skill representing a value of $400,000, and 6,000 registered scholars. During the last year (1890) the growth has greatly surpassed any former year. The Columbia school which registered 269 pupils; the Mercer 451; the T. T. Minor 326; and the Rainier with 518, were all added to the system during the year, and still it was not possible to provide room for all the children within the city who desired to enter the public schools. The coming year the construction of more school buildings is contemplated, and within a brief period no city on the Pacific coast will surpass Seattle in the efficiency of its public schools.

Some interesting statistics are given in the following table, which tell in appropriate form of the wonderful growth of the public schools of Seattle. They are compiled from reliable sources and their accuracy can be relied upon:

	1884.	*1885.*	*1886.*	*1887.*	*1888.*	*1889.*	*1890.*
No. of teachers...	17	24	26	25	28	63	110
School population	1,193	1,772	2,279	....	4,257	6,689	7,804
School registrat'n	1,478	1,465	.....	1,600	2,948	4,621	6,000
Attendance......	984	1,126	.....	.....	1,762	2,883	.....
No. of buildings..	2	*2	*2	*2	*3	*3	*9
Value of property	$75,000	$75,000	$75,000	$100,000	$150,000	$200,000	$400,000
Yearly expense...	$22,768	$22,483	....	....	$ 54,000	$ 60,000	$120,000
Monthly pay roll.	$ 1,530	$ 1,976	$ 1.852	$ 2,500	$ 3,090	$ 6,500	$ 9,125
Vols. in library...	......	.... .	......	500	burned†	600	1,200

*During the years 1886, 1887, 1888, 1889 and 1890 other rooms were rented.

†Library of 1888 burned with Central school April, 1888.

The first move toward the grading of the public schools was made in January, 1877. One year later a course of study was adopted by the board of directors, which has been amended from time to time to meet the growing wants of a progressive system. The schools are classified as primary, grammar and high school. The studies pursued in the primary and grammar departments are similar to those commonly taught in graded schools. The high school has a liberal course of study consisting of higher mathematics, natural science, Latin, German, mental philosophy, political economy, rhetoric, English literature, general history, elocution and constitutional government. The high school was established in 1883. Three years later the first class, consisting of twelve, was graduated. It is now an important link in the educational system of the city and fully equal to similar grades in the most progressive cities of the country. The courses of studies extend through a period of four years and under the direction of thorough and competent instructors. The corps of teachers embrace a principal, five subordinates and three special instructors in drawing, music and penmanship. A portion of the Central school building is devoted to the high school department, but a separate building is needed and plans for such a structure as will meet every requirement of the present and the future have been presented.

The public schools of Seattle are independent of municipal control, the city government having nothing to do with their management. The school district is a separate corporation, although the territorial limits of the district are identical with those of the city. All matters pertaining to the schools are primarily decided, not by the general voters, but by the taxpayers. The schools are under the management of a board of five directors, chosen by the taxpayers for a term of three years. The amount of money to support the schools is raised by such tax on the property of the school district as may be voted at the annual meeting of taxpayers in March.

Seattle has been most fortunate in the selection of its school officers. Since the organization of the free school system the board of school directors has been composed of intelligent, progressive and public spirited citizens who have generously devoted their time and attention to the cause of popular education. A complete list of those who have served the city in this capacity it has been impossible to obtain, but the following who have served in this connection will be recognized as those to whom the city and the cause of education have been indebted: D. T. Denny, D. P. Jenkins, D. W. Hyde, Orange Jacobs, O. C. Shorey, Thomas Mercer, Thomas Burke, D. B. Ward, Henry G. Struve, L. B. Andrews, M. S. Booth, Geo. W. Hall, Dr. T. T. Minor, Judge J. P. Hoyt, John M. Frink, George H. Heilbron, Wm. H. Hughes, Wm. H. Taylor, Thomas W. Prosch, J. B. McDougall, D. A. Spencer and W. J. Colkett.

The first superintendent of the city schools was E. S. Ingraham, who was appointed in 1875. He served in this capacity most ably for thirteen years, and from the time of the establishment of the High school until he resigned all connection with the public schools, in July, 1888, was also principal of this department. In July, 1888, it was decided by the board that these positions should be separated, and Miss Julia E. Kennedy was then chosen city superintendent of schools and Mr. Ingraham principal of the High school. Mr. Ingraham, however, resigned at this time and Horace O. Hollenbeck was appointed to the latter position. Miss Kennedy continued as superintendent until July, 1890, when she resigned, and Frank J. Barnard was appointed as her successor.

Besides the public schools, Seattle offers many advantages in the way of private and special schools. The oldest institution of this kind is the Academy of the Holy Names, which was established in 1868 by Father F. X. Prefontaine, who came to Seattle in 1867 as a Catholic missionary. For some time thereafter it had a feeble existence; but after the city began to assume the proportions of a good sized town, it rapidly grew into a prosperous institution. In 1880 it came under the control of the Sisters of the Holy Names, and one year later became legally incorporated and empowered to confer academic degrees. In 1882 the old frame structure formerly used, on the southeast corner of Ninth and Jackson, was replaced by a modern four-story school building which cost over $50,000. The faculty has been increased from

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There are now employed in public schools of the city one hundred and twelve teachers, a complete list of whom is here appended:

High School: Prof. John W. Heston, principal; teachers, Miss Emma A. Shumway, Miss Ella J. Caughey, Miss Alice U. Miller, Prof. George C. McKee, Prof. W. H. Carson. Special teachers, Emma S. Small, Marie L. Hegardt, Bettie E. McConnell. Central School District: Prof. P. C. Richardson, principal; teachers, Mary E. Robeson, Helen L. Pearce, Lelia J. Chisholm, May G. Willard, Adelaide L. Pollock, Helen G. DeVoe, Hattie A. Kellam, Cornelia Nourse, Sade E. Young, Mary E. Hyde, Tillie J. Piper, Jennie C. Lombard, Ada E. Core, Josephine Rupert, Grace S. Hughes, Lizzie M. Hopkins, Rose Hegardt, Carrie E. Goodell, Carrie B. Lake, Anna M. Young, Lizzie E. Browne. Denny School District: Prof. O. S. Jones, principal; Mrs. F. E. Nickels, vice-principal; teachers, Ellen Reid, Kate M. Bigham, Hettie L. Greene, Abbie S. Jones, Grace E. Albright, Kate S. Hopkins, M. Estelle Barnes, Flora Parsons, Linnie Moberg, Ella D. Dunn, Ellen N. Evers, Minta Foster, Belle Orr, F. E. Nickels, Mae Hitchings, Mary E. Smith, Allie H. Carter, Emma J. Anthony. South School: Prof. J. D. Atkinson, principal; Lillie P. White, vice-principal; teachers, Emma C. Nevin, Margaret King, May H. Kennedy, Kate Beman, Florence Stowell, Martha I. Foster, Nellie L. Hamlin, Lettie Blum, Emma R. Hegardt, Hattie M. Hamlin, H. E. McCulloch, Ida M. Ward, Jennie A. Smith, Lillie P. White. Rainier School District: Prof. F. J. Browne, principal; Lilian Burrows, vice-principal; teachers, Alice Blake, Amanda Hildebrandt, Maud Kelley, Agnes M. Goddard, Harriet Bishop, Mary W. Amesbury, Martha Mikkelsen, Edna M. LeRoy. Olympic School: teachers, Ella M. Pixlee, Ella M. Peckham, Lilian Snoke, Lilian Burrows. T. T. Minor School: Prof. Edwin Twitmyer, principal; teachers, Christiana Hyatt, Lizzie Ament, Isabelle Wallace, Emma L. Mastin, Carrie H. Shumway, Ida A. Springstead, Esther S. Hyde. Columbia School: Prof. Earl S. Peet, principal; teachers, Dora Schempp, Leta A. Lodge, Mary L. Downie, Ida S. Hensleigh, Bertha Breckenfeld, Martina Johnston. Mercer School: Prof. Charles Fagan, principal; teachers, Jennie Carr, Henrietta Eisenbeis, Margaret P. Lynch, Lulu J. Thompson, Minnie K. Schlegel, Harriet Flower, Alice Hitchings, Lizzie Brown, Nellie Stevens. Queen Anne School: teachers, Lizzie G. Hill, Mary E. Brown. Head of the Bay: teacher, J. L. Lawton. Randell School: teacher, Mary K. Bruce. Substitutes, Metta S. Armour, Bessie Keever, Julia Settemaier.

four in 1880 to fifteen at the present time. In 1888 there were 108 pupils; in 1889, 130; and during 1890, 263. It is an institution for young ladies, and although it is conducted under the auspices of the Catholic church no distinction is made in the reception of pupils on account of their religious opinions, and interference with the religious convictions of non-Catholics is carefully avoided. Most of the pupils are residents of Seattle, but there has of late years been quite a number in attendance from all parts of the state and British Columbia. The Academy is beautifully situated, standing in the center of a highly cultivated garden and overlooking the broad expanse of the Sound and the Olympic mountains.

Several private schools have been recently projected. The Baptists are arranging for a denominational college toward which private donations of valuable land have been made. The Jesuits are also preparing to found a college here, and several delegates from the Scandinavian synod, held in Minneapolis in 1890, have made a visit here with a view of selecting a site for a Synodical college, while the Catholics have already nearly completed a parochial school to be named after St. Francis, which will soon be ready for occupation.

Seattle has two business colleges which furnish ample means for instruction to those who desire to prepare for a commercial life. The older of these institutions, the Puget Sound Business college, has been in operation about two years and is in a flourishing condition. Two hundred and fifty pupils were enrolled in 1890.

Other private schools worthy of mention are the Comstock Educational Institute, conducted by Mrs. C. S. Hyatt; Miss B. E. Fisken's school; and Kindergartens by Miss Erika Von Babo, Miss Durant and Mrs. C. E. Dewhurst.

CHAPTER XVII.

CHURCHES.

Early Churches—Growth of the Various Denominations—The Methodist Episcopal, Methodist Protestant, Presbyterian, Catholic, Episcopal, Baptist, Congregational, Unitarian and Lutheran Churches—Present Condition of the Religious Bodies of Seattle.

THE first church established in Seattle was of the Methodist Episcopal denomination. The Rev. D. E. Blaine and wife, still honored residents of the city, were sent out to the Pacific Coast as missionaries from New York in the autumn of 1853, making Seattle their objective point and base of operations. Arrived on the field, they at once began to make provision for the religious needs of the young community, then but a little more than a year old, and comprising not more than one hundred white persons. Services were held on the first Sabbath in December, 1853, in a private house, tendered by W. G. Latimer, and for some months thereafter were conducted in the same place. Religious services had, however, been previously held in Seattle. The first was by Bishop Dumers, a Catholic, in 1852. The next was by Rev. Benjamin F. Close, a Methodist, who came to Olympia in the spring or early summer of 1853.

In January, 1857, a church organization was effected by Mr. Blaine, among the members being A. A. Denny and wife, Mrs. D. E. Blaine, Mrs. John Nagle, Jacob Maple, E. Hanford and wife and Edward Carr, while among the regular attendants and warm supporters were Thomas Mercer, David Phillips, Dexter Horton and Henry Van Asselt. This primitive church society was not long without a church building. Lots were donated by C. C. Boren, on the corner of Second and Columbia streets—now occupied by the Boston block—and through the unremitting efforts of Mr. Blaine, means and materials were secured and the erection of a building was entered upon in the fall of 1854. This building, long known as the "White Church," was finished and formally dedicated in the fall of the following year. Though enlarged and improved by several additions, the original building continued to be used until 1887, when the site was sold and a lot at the corner of Third and Marion streets was purchased. On this was erected the present edifice, which was completed in 1889, at a cost of $50,000, being the finest church building in the city.

Until a few years ago the First Methodist Episcopal church embraced a membership not only scattered over the entire area of the city, but also a large number on Vashon Island, and beyond, up the White river country to Stuck junction, and in the Squak valley and the region east of Lake Washington. The sections named now support a number of separate churches, having pastors of their own, all regarding this as the "mother church."

From the beginning this church has had a very prosperous career and has contributed both of its members and means to the founding and maintenance of nearly every church of this denomination in this vicinity. Its pulpit has been filled by some of the ablest ministers in the Puget Sound conference. Among the later pastors were Rev. A. J. Hanson and Rev. D. D. Campbell, both of whom most acceptably served the church for a number of years. The present pastor is Rev. Levi Gilbert, D. D. In membership and value of church property it stands first in the Puget Sound conference.

For nearly ten years the First Methodist Episcopal church had the only church building in Seattle. The next one erected was that of the Methodist Protestant church, which was founded by Rev. Daniel Bagley. Mr. Bagley came to Seattle with his family in 1860 and was the first minister of this denomination in the city. Religious services were held by Mr. Bagley for two or three years in the house of worship of the Methodist Episcopal church, that body not having at the time any minister in Seattle. After it was supplied with a pastor by the conference, however, Mr. Bagley's adherents still worshiped there until the building known as the "Brown church," on the corner of Second and Madison streets, was ready for use. This church building was built almost solely at the expense of Mr. Bagley, and was first opened for services in 1864. For fully twenty years Mr. Bagley served this church as pastor, during which time it had a most prosperous career. In 1882 the "Brown church" was torn down and on its site was erected a new house of worship, to the construction of which Dexter Horton and Thomas Mercer most liberally contributed. After Mr. Bagley removed to Olympia, his place as pastor was supplied by Rev. L. A. Banks, who remained for several months. He was succeeded by Rev. Mr. Sexton, who served for only a few months, when he left for the east. From that time services were held by special arrangement by Rev. N. C. Mower, Rev. Mr. Skidmore and others until February 1, 1884, when Rev. Clark D. Davis, the present pastor, assumed charge of the pastoral work. The membership at this time had become greatly reduced and the public services were poorly attended. Under Mr. Davis' charge the church has grown to be one of the strongest religious societies in Seattle. During the great fire of 1889 the church building was destroyed, and from that time until October 5, 1890, the congregation held meetings in a tent. In the meantime the site of the old church was sold and a new church costing over $33,000 was built on the corner of Third and Pine streets. This building was dedicated in October, 1890.

The first sermon ever preached in Seattle by a Presbyterian clergyman was delivered by the Rev. George F. Whitworth, the father of Presbyterianism in Washington Territory, in March, 1865, in the old "Brown church." Mr. Whitworth then lived in Olympia. In September, 1866, he accepted the presidency of the Territorial University, removed to Seattle, and for six years held services every alternate Sabbath in the Methodist Episcopal church. On the 12th of December, 1869, he organized the First Presbyterian church of Seattle with the following members: Samuel Kenny, Mrs. Jessie Kenny, Mrs. Rebecca Jones, Mrs. Jeanette McKinley, Mrs. Ruth McCarthy, Mrs. M. E. Whitworth, Mrs. Lida Whitworth and Miss Clara Whitworth. For several years services were held in the "Brown church." The erection of a church edifice at the corner of Third and Madison streets was begun under the ministration of Rev. Theodore Crowl and was completed and dedicated under that of Rev. H. W. Stratton in March, 1877.

This church has been served successively by the following ministers in the order given: George F. Whitworth, D. W. Macfie, Theodore Crowl, H. W. Stratton, George R. Bird, F. G. Strange and Elliott W. Brown. The growth of this denomination was for several years slow, but of late and under the ministry of its present pastor, it has grown until from the original eight members it now numbers about four hundred and fifty. Two colonies have gone out from this church within the last two years, out of which have been formed the Second and the Calvary Presbyterian churches. It has also aided largely in the formation of Lake Union and Ballard Presbyterian churches.

To Rev. F. X. Prefontaine belongs the honor of having built the first Catholic church in Seattle. In November, 1867, this zealous missionary, whose field of labor extended over the entire Puget Sound region, from Steilacoom to Cape Flattery on one side and to British Columbia on the other, and who had often visited the different villages along this vast scope of country, concluded to make Seattle the center of his long excursions. Having rented a house for a residence, he turned most of it into a temporary chapel, where about half a dozen of his faith met on Sundays to worship. Through his affability of manner, Father Prefontaine not only enlisted the good wishes of those of his own creed, but also of all the liberal minded people of other faiths. With the encouragement and assistance of his friends a small church was erected on the corner of South Fourth and Washington streets. From that date his congregation began to increase so rapidly that the modest edifice was no longer sufficient to accommodate all who desired to attend the services. In 1882 a new structure was built on the site of the old at a cost of $16,000. It was then considered the finest church edifice in Seattle, and even at the present time is a very creditable house of worship. But it is too small for the congregation and the erection of a larger structure is under way. This will be a fitting monument to the zeal and enterprise of the founder of the first Catholic church in Seattle, who is still at the head of the church, and is regarded as one of the pioneers of the city. He is beloved by his congregation and respected and esteemed for his many admirable qualities of mind and heart by all citizens, irrespective of creed or religious belief.

In 1866 the Right Rev. Thos. F. Scott, the Episcopal bishop of Oregon, made a visit to Seattle and held service in the Methodist church, at which time Mr. Hiram Burnett was the only candidate confirmed. The Episcopal service had, however, been rendered in the city about a year previous to this date by Rev. P. E. Hyland, and a Sunday school had also been established by Mrs. Taylor, Mrs. M. R. Maddocks and Mrs. Draper. Between 1867 and 1869 Rev. Mr. Roberts officiated independently. In 1870 a small mission house was built, where Rev. R. W. Summers for a time held services. On Easter Monday, 1873, Trinity Parish was organized, at which time Beriah Brown was elected senior warden; Hiram Burnett, junior warden; James McNaught, W. G. Jamieson, S. Crichton, C. W. Lawton and James R. Robbins, vestrymen. Rev. Charles R. Bonnell* was elected rector, but did not begin his labors here until the beginning of 1875. He remained for three years and was succeeded by the present rector, Rev. George H. Watson, who is now Dean of Western Washington. The old church and rectory, corner Jefferson and Third streets, were burned in the great fire. Services after that date were held in the chapel in North Seattle. A new church site has been obtained on the west side of Eighth street between James and Terrace, where a stone and brick church is now in course of erection. A guild hall has already been completed on a portion of the church property, in which services will be conducted until the completion of the church building.

The First Baptist church of Seattle was organized December 20, 1869, and is not only the oldest but the largest church of that denomination in the state. There were eleven corporate members among whom were Mrs. A. J. Hanford, L. J. Holgate, Thaddeus Hanford, Frank Hanford and Oliver McAllister. During the first four years of its existence the church had no pastor but was supplied by Rev. R. Weston and Rev. James Freeman. A lot on Fourth street between James and Cherry streets was donated by Elizabeth Holgate, and the present house of worship was erected thereon in 1872, being the first Baptist church built north of the Columbia river. Rev. J. A. Wirth † was called to the pastorate in August, 1874, and remained in charge of the church until April, 1883. Rev. D. J. Pierce succeeded Mr. Wirth as pastor.

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* **Mr. Bonnell died in Philadelphia, in January, 1890. He was the first Episcopal clergyman to come to Puget Sound, and he established St. Peter's church in Tacoma. He was a man of a high order of talent, and is graciously remembered for his good works.**

† **Mr. Wirth died in January, 1891. He was a resident of Seattle at the time of his death, and was well known through Washington, Oregon and California in con-**

Mr. Pierce remained for nearly five years, after which Rev. Robert Whitaker served about a year, when he resigned and was succeeded by the present pastor, Rev. G. J. Burchett. This church has about 300 members.

Congregationalism first gained a foothold in Seattle at the beginning of the year 1870. On the 14th of January of that year a meeting was held at the residence of John H. Sanderson at which were assembled Rev. John F. Damon and a few others. At this meeting the society of the Plymouth Congregational church was organized. On the following Sabbath the first service as an organized church was held in Yesler's hall, at which time a call was extended to Mr. Damon to act as stated supply. The call was accepted and Mr. Damon at once zealously entered upon the work of building up a church. Failing health, however, caused him to resign in November, 1871, and from that time to August, 1873, the church was without a pastor. In the meantime Mr. A. A. Denny donated a lot upon which a church building was erected. At the dedication of the church in August, 1873, Rev. Noonan McLeod was called as temporary pastor, remaining until September, 1874. From that time until July, 1875, the church was again without a pastor. From the latter date Rev. James Hall served for a few months. In July, 1876, Rev. J. F. Ellis became pastor, continuing as such until November, 1883, when he was succeeded by Rev. F. H. Taylor, who was accidentally shot and killed while hunting in July following. In December, 1884, Rev. H. L. Bates assumed charge of the congregation. The last named remained for several years and was followed by the present pastor, Rev. George A. Tewksbury, a very able and eloquent divine, whose earnest and effective work has placed this church among the foremost churches in the city, both in the extent of its influence and number of its members. After the great fire this church sold their church building, and

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nection with church work. For nearly nine years he was pastor of the First Baptist church, during the most trying period of its history. He was a very modest man of retiring disposition, but of fine scholarly attainments and literary skill.

it is now used for business purposes. Services have since been held in a temporary building at the corner of Third and University streets, upon which site it is proposed to erect a stone church building.

The foregoing represents all of the church organizations of the various denominations begun or perfected prior to 1872. From that date for fully ten years little was done toward church extension. With the rapid growth in population which followed in 1882 and 1883, and which has ever since been steadily going on, churches and religious societies have multiplied until at the present time there are over fifty church associations in the city, a large portion of which have come into existence during the last three years.

In the remaining portion of this article is traced somewhat briefly the rise and progress of these late religious bodies. As the Methodists were the first to establish a church in Seattle we will first treat of the growth and development of this denomination.

METHODIST EPISCOPAL.

Battery Street Methodist Episcopal church was the second church of this denomination organized in Seattle. It was set off as a separate organization by the Puget Sound conference August 25, 1884, having previously been sustained as a mission under the patronage of the parent church. The present church and parsonage were built in 1884. Rev. L. A. Banks was its first pastor. He was succeeded by Rev. F. W. Loy who still remains in charge, under whom the church has greatly prospered. The church building has recently undergone extensive alterations which have nearly doubled its former capacity.

The German Methodist Episcopal church is the outgrowth of a mission established several years ago. Rev. J. Braer of the Chicago German conference was among the first to take hold of the work and for some time regularly conducted services in a hired hall. In 1890 a house of worship was erected at a cost of $7,000. Rev. A. L. Koemke is pastor. Services are conducted in the German language.

Trinity Methodist Episcopal church was organized in September, 1890, and the congregation has since worshiped in a temporary tabernacle at the corner of Mercer and Kentucky streets. A site has,

J. F. McNaught

however, been secured and plans prepared for the erection of a $35,000 church. Rev. Alonzo Bright is pastor.

The Madison Street Methodist church was organized during the latter part of 1889 and has since erected a $12,000 church building. It is under the pastoral charge of Rev. W. H. Mahaffie.

The First Swedish Methodist church was organized several years ago but it is only within the last year that it has had a settled pastor. The house of worship of this congregation is located on Fifth street between Pike and Pine streets. Rev. N. G. Nelson is pastor.

The Norwegian-Danish Methodist church was organized in 1889, and has since erected a small church and parsonage corner of Fifth and Olive streets. The first pastor of the church was Rev. C. J. Larson who was succeeded by the present pastor, Rev. L. Wallby.

Besides the organized church societies named in the foregoing, two missions have been established, one on Jackson street, in charge of Rev. John W. McDonald, and another at Gilman Park, presided over by Rev. E. S. Stockwell.

METHODIST PROTESTANT.

The Methodist Protestants have during the last year and a half made substantial progress. The Second Methodist Protestant church is the outgrowth of the efforts of a number of the members of the parent church. It was organized in 1890 and has since built a commodious church building in North Seattle on the corner of Warren and Republican streets. The pastor is Rev. O. V. W. Chandler. Small church buildings have also been erected at Ballard and at Yesler.

The Free Methodist church is also an organization of recent growth. Although it has had an existence of less than two years it has a membership of over one hundred, and a church and a parsonage of its own on the corner of Tenth and Pine streets. Rev. C. E. Reynolds is pastor.

PRESBYTERIAN.

The Second and Calvary Presbyterian churches are both the results of the efforts of the members of the First Presbyterian church.

The former erected during 1890, on a lot donated by D. T. Denny, corner of Harrison and Oak streets, a $6,000 church edifice. The membership has increased rapidly and now numbers 150. Rev. Benjamin Parsons is pastor. The Calvary Presbyterian church also erected a church building during 1890, which is located at the corner of Market and King streets. An organization was perfected in 1889, and Rev. J. E. Canny for a time officiated as pastor. He was succeeded by the present pastor, Rev. T. M. Boyd.

Presbyterian churches were also established during 1890 at Ballard and Fremont, both of which have houses of worship and settled pastors, Rev. J. M. C. Warren officiating at the former and Rev. Simeon E. Head at the latter.

The Welsh Presbyterian church was organized in 1889, under the zealous labors of Rev. J. M. Hughes. A church building has since been erected and dedicated about a year ago.

BAPTIST.

The North Seattle Baptist church was organized in 1889 by forty members of the First Baptist church who withdrew in order to start a church nearer to their homes. For a time it had no regular meeting place, but in August of 1889 Rev. D. J. Pierce became pastor, and from that time to the present regular services have been held. A church building was erected in 1890 on the corner of Third and Cedar streets, and no church in Seattle has enjoyed a greater degree of prosperity. Mr. Pierce was succeeded as pastor by Rev. Thomas Baldwin.

The Market Street Baptist church is the outgrowth of a mission started in October 1888, by members of the First Baptist church. When the present pastor, Rev. I. W. Read, arrived in November of that year, the society had only six members; one year later it had thirty-seven, and in December the number had increased to 250. The society owns its church and the lot upon which it stands, and is now considering plans to erect a larger church to meet the wants of its steadily growing congregation.

The other Baptist churches of Seattle are the Norwegian-Danish and the Swedish churches, both of which are of recent growth, the former is located at the corner of Blanchard and Fifth streets, and the latter at the corner of Depot and Eighth streets. Rev. Knute Nelson is pastor of the Norwegian-Danish, and Rev. F. O. Nelson of the Swedish church.

CATHOLIC.

From the very beginning of the history of the Catholic church in Seattle until the present Father F. X. Prefontaine has been the animating source of its growth, and around him clusters all there is of its history. The church of Our Lady of Good Help, founded by him nearly a quarter of a century ago, has become the most powerful church of the Catholic faith in Washington, and is the central power from which has gone forth the influence which has built Providence hospital, the Girls' and Boys' schools, St. Francis Parochial school and various missions.

The Sacred Heart Catholic church is the outgrowth of the mission labors directed by Father Prefontaine. On December 25, 1889, the present house of worship corner of Fifth and Bell Streets, was completed at a cost of $20,000. Rev. Father E. Demanez is rector and Rev. P. Cuniffe, assistant.

In June, 1890, Rev. F. T. Simonik, a priest of Moravia to the diocese of Nisqually, began to gather for worship the people of German, Polish and Bohemian birth. Later he established St. Boniface German Catholic church and by his own efforts has succeeded in building a small frame church on Market street, where services are conducted in the German language. Father Simonik has also established a mission at Salmon Bay Park.

It is estimated that there are between 5,000 and 6,000 Catholics in the city, a majority of whom are communicants and attend Father Prefontaine's church.

EPISCOPALIAN.

For many years after the establishment of Trinity church it remained the only church of this denomination in the city. St. Mark's church which followed the establishment of Trinity Parish, did not begin its existence until June, 1889, when Rev. Charles L. Fitchett organized the parish. Services were held for a time in the Young Naturalists' hall on the university ground. In February, 1890, a temporary church structure was built on the corner of Fifth and Olive streets, where it is intended a permanent building will shortly be built. In July, 1890, Rev. David Claiborne Garrett took charge of the congregation. The growth of this church has been very rapid. In June, 1889, it had 150 communicants which number was doubled during the ensuing year.

CONGREGATIONAL.

During the last three years three Congregational churches have been organized in Seattle. The first of these, known as Pilgrim Congregational church, was first organized as a mission of Plymouth church. For some time it was under the care of Rev. Arthur S. Seward who was succeeded in 1890 by Rev. R. W. Fletcher.

Taylor Congregational church, located in North Seattle, was organized in 1887. In August of this year the present house of worship, corner of Birch and Thomas streets, was dedicated. The pulpit was filled by Rev. W. E. Dawson during the first period of the church's existence. He was succeeded by the present pastor, Rev. G. H. Lee, in 1890.

The Edgewater Congregational church, located in Fremont, was organized in 1889 by Rev. Morgan Jones, who is still in charge.

OTHER DENOMINATIONS.

A Unitarian society has existed in Seattle since 1871, but it has only been within the last two or three years that regular services have been held. Rev. Ernest C. Smith became pastor in August, 1888, and under his ministration a church edifice was erected on Seventh street between Union and Pike streets, which was completed in October, 1890. Mr. Smith was recently succeeded as pastor, by Rev. Roderick Stebbins, son of Rev. Horatio Stebbins, the well-known divine.

The German Reform church was organized in 1884, and now has a comfortable church building which was built in 1888. Rev. G. Graedel is pastor.

During the last three years the following additional churches have been organized in Seattle: Norwegian-Danish Lutheran, pastor, Rev. C. O. Rosing; German Evangelical, pastor, Rev. J. Erich; Christian, pastor, Elder J. S. McCollum, and the Trinity-Lutheran, pastor, Rev. E. F. Keever. The three first named have church buildings of their own. The first, on the corner of Fifth and Pine streets; the second, corner of Harrison and Birch streets, and the third on Seneca between Third and Fourth streets. The Swedish Evangelical Lutheran and the German Lutheran churches have been recently organized. Rev. Erick Heeden is pastor of the former and Rev. Arnold Janssen of the latter.

CHAPTER XVIII.

BANKS.

Dexter Horton & Co.—First National—Puget Sound National—Merchants National—Guarantee Loan and Trust Company—Washington National—Boston National—Washington Savings—Commercial National—National Bank of Commerce—Seattle National—Peoples Savings—L. H. Griffith Realty and Banking Company—King County Bank—Filkins Banking Company—Present Condition of Seattle Banks—Clearing House Reports.

THE business activity and prosperity of a city may, as a rule, be safely judged by the character and extent of its banking business. A review of Seattle's financial institutions and the business done by them is no less interesting and remarkable than the review of the growth of the city in population and material development.

Little more than two decades have elapsed since the first bank was established in Seattle. It was founded in the year 1870 by Dexter Horton and David Phillips, with a capital of $50,000. At the time of its organization it was a private bank and was carried on under the firm name of Phillips, Horton & Co. A short time after its organization Mr. Phillips died and the firm name has since been Dexter Horton & Co. It remained a private bank until 1887, when it was incorporated as a state bank and the capital stock was increased to $200,000. At that time W. S. Ladd was elected president; A. A. Denny, vice-president; John P. Hoyt, manager; and B. F. Briggs, cashier. In November, 1889, Judge Hoyt, having been elected to the supreme bench, resigned as manager, and Mr. Briggs having retired, N. H. Latimer was chosen acting manager, a position he has since most ably filled. Mr. Latimer is a native of Illinois and since 1882, has been connected with the bank of which he is now the executive head. He is, perhaps, the youngest man on the Pacific coast holding a financial position of such importance, being at the present time but twenty-eight years of age. He has filled every position in the bank with credit to himself and satisfaction to the stockholders and depositors.

Through all the years of its existence the banking house of Dexter Horton & Co. has stood at the head of the financial institutions of Washington. Though many have since sprung up and some have a larger capital, none have been able to rival it in the solidity of its financial condition or the extent of its business. In October, 1887, its deposits amounted to $750,000. One year later they had increased to $1,500,000, and in October, 1890, they had reached the large sum of $2,066,520, while at the last named date the loans and discounts amounted to $1,538,799; surplus and undivided profits, $103,650.

For many years the business of the bank was conducted in a stone building on the corner of Commercial and Washington streets, the walls of which stood through the fire of June 6th. Here business was resumed after the fire without the loss of a day on account of the great catastrophe. For the last few months temporary quarters have been occupied in the Colman block. During the coming year (1891) a five-story bank building will be erected on the old site, which the bank will occupy when completed.

The name of Dexter Horton will always be associated with the banking history, not only of Seattle but of the entire Pacific Northwest. The institution which he was largely instrumental in founding has had an uninterrupted career of success and is a worthy monument to Mr. Horton's clear business sagacity and ability as a financier. Mr.

Horton came to Oregon in 1852, and after remaining a few months in the Willamette valley, settled in Seattle in the spring of 1853. With the exception of about two years, when he resided at Port Gamble, Seattle has since been his home. Through his own industry he has created one of the largest fortunes in the city and in many ways has added to the city's prosperity. He has been essentially a business man, and one whose sterling integrity of character is universally recognized.

For fully ten years the bank of Dexter Horton & Co. was the only banking institution in the city and fully met all the requirements of the community. As the city grew in population and commercial importance the need of more extended banking facilities became manifest and in obedience to this demand the First National bank was incorporated in September, 1882, with a capital of $150,000. This bank first did business in the basement of the old *Post* building, and at the time of the fire occupied a fine room in the Yesler-Leary building, on the corner of Front street and Yesler avenue. After the fire temporary quarters were occupied on Columbia street between Second and Third, but for several months past business has been conducted in temporary quarters on Front street. The bank will move in a few months into a building erected for it on the corner of Yesler avenue and Pioneer Place. The original officers were George W. Harris, president, and W. I. Wadleigh, cashier. Mr. Harris was succeeded as president by C. L. Dingley, who died in 1889. In January, 1890, John H. McGraw was elected president. The other officers are Maurice McMicken, vice-president, and Lester Turner, cashier. These officers, with Otto Ranke, W. H. Pumphrey, C. T. Conover, L. S. J. Hunt and T. B. Wilcox, constitute the board of directors.

The Puget Sound National bank was organized in 1883 by the men who still control its affairs. At the start the capital was $50,000. In 1889 it was increased to $150,000, and in 1891 was still further increased to $300,000. For some time after the fire the bank occupied quarters in the building at the southeast corner of Cherry and Front streets, but in February, 1891, new offices were opened in the Pioneer building on the northeast corner of James and Front streets. The officers are, Bailey Gatzert, president; A. B. Stewart, vice-president, and Jacob Furth, cashier, who, with L. S. J. Hunt and S. Frauenthal, compose the board of directors.

The Merchants National bank was organized June 9, 1883, and is the outgrowth of the private banking house of Mackintosh & Reeves. Its capital is $100,000. During the fire of June 6th the building occupied by the bank was destroyed, but business was resumed on the following day in temporary quarters. Since that date a fine building, seven stories in height, has been erected on the old site, which, since May 15, 1890, has been occupied by the bank. Its quarters are elegantly furnished and are excelled by none on the Pacific coast. The officers are, Angus Mackintosh, president; Abram Barker, vice-president, and R. N. McFadden, cashier.

The Guarantee Loan and Trust company, incorporated in July, 1887, with a capital stock of $200,000 for the purpose of negotiating loans on real estate and farming lands in Washington, also does a savings bank business. The officers of the company are, L. S. J. Hunt, president; W. E. Bailey, vice-president; George H. Heilbron, manager; E. B. Downing, secretary, and D. N. Baxter, cashier. These officers and J. M. Sears, William R. Fisher and J. D. Lowman compose the board of trustees.

The Washington National bank began business in 1888 with $100,000 capital. Its officers are, E. O. Graves, president; William R. Forrest, vice-president, and M. F. Backus, cashier. These officers, with Watson C. Squire, Alfred Holman, James D. Lowman, H. B. Bagley, H. L. Wilson and Charles B. Niblock, constitute the board of directors.

The Boston National bank was organized July 10, 1889, with a paid-up capital of $300,000. The officers are, Herman Chapin, president; Henry G. Struve, vice-president. The other directors are Cyrus Walker, Captain William Renton and Thomas Ewing. A. M. Brookes is cashier.

The Washington Savings bank began business in 1889 with a capital stock of $50,000. Its officers are, W. W. Dearborn, president; R. R. Dearborn, vice-president, and H. H. Higgins, cashier.

The Bank of British Columbia is a branch of the main bank of that name in London, England. It began business in Seattle in 1889, and has since been under the management of J. Keith Wilson.

The Commercial National bank was formerly known as the Bank of North Seattle, a state institution. During 1890 it was reorganized and its capital stock increased to $100,000. It was formerly located in North Seattle, but on January 1, 1891, removed to the Burke block on the corner of Second and Marion streets. Its officers are, H. W. Wheeler, president; J. Y. Ostrander, vice-president, and W. Barry, cashier, who, with D. T. Denny, C. P. Stone and A. S. Miller, compose the board of directors.

The National Bank of Commerce is the outgrowth of the Bank of Commerce, a state institution established in 1889. A reorganization was effected in July, 1890, under its present title, at which its capital stock was increased to $300,000, of which $240,000 has been paid in. The officers are, Richard Holyoke, president; M. D. Ballard, vice-president; R. R. Spencer, cashier. These officers, with T. W. Prosch, John H. Elder, W. H. Llewellyn, A. S. Gerritson, D. H. Gilman and B. F. Shaubut constitute the board of directors. This bank is located in the stone building on the southeast corner of Yesler avenue and Commercial street.

The Seattle National bank began business in February, 1890. It was organized largely through the efforts of Fred Ward and has a paid up capital of $250,000. The officers are, G. W. E. Griffith, president; W. R. Ballard, vice-president; Fred Ward, cashier. The stockholders in this institution are also interested in the following associate banks: First National Bank of Anacortes, capital $50,000; First National Bank of Aberdeen, capital, $50,000; Fairhaven National Bank, capital $50,000; Port Townsend National Bank, capital $100,000; National Bank of Pendleton, Oregon, capital $100,000, and the United States National Bank, Portland, Oregon, capital $500,000. In addition to this the stockholders of this bank have formed a separate company with a capital of $500,000 to be known as the Seattle National Bank Building Company, of which the officers are: W. R. Ballard, president; L. H. Griffith, vice-president; Fred Ward, secretary, and B. A. Ambler, treasurer. This latter company have under construction a six-story brick and stone building at the corner of South Second street and Yesler avenue, which in proportions and finish will be one of the conspicuously notable structures of Seattle.

The Peoples' Savings bank was incorporated December 20, 1889, with a capital stock of $100,000. On September 2, 1890, the bank opened its doors for business in the corner of the Occidental block facing Pioneer Place. The officers are, Bailey Gatzert, president; Jacob Furth, vice-president; A. A. Denny, second vice-president, and James R. Hayden, manager. The board of trustees is composed of the foregoing officers and Louis Schwabacher, William E. Bailey, John Leary, John Collins and Otto Ranke.

The L. H. Griffith Realty and Banking Company was formed in March, 1890, and began operations soon after with a paid up capital of $300,000, and has since occupied quarters in the Butler block on James street. The officers are, L. H. Griffith, president; Lucien D. Ross, vice-president; George E. Miller, secretary; Julius F. Hill, treasurer, and H. Willis Carr, assistant treasurer.

The King County bank was organized in 1890 and is located in the Haller building. Its capital is $100,000. The officers are, F. S. DeWolfe, president; J. A. Stratton, vice-president, and W. O. Kane, cashier. The other members of the board of directors are, Percy W. Rochester, J. A. Stratton, Julius Horton, G. E. Miller, C. F. Yeaton and Frank Dekum.

The Filkins Banking Company, organized in 1890, has a capital stock of $50,000. John W. Filkins is manager.

It will be seen from the foregoing that Seattle has made rapid strides in its banking facilities. In 1888 there were only six banks in the city with a capitalization of $750,000. These were: The Puget Sound National, First National, Merchants National, Dexter Horton & Co., Guarantee Loan and Trust Company and the Washington National. During the next year the National Bank of Commerce, the Boston National, Commercial National, Washington Savings and the Bank of British Columbia were established. During the year 1890 five more were added to the list, namely, the King County, Seattle National, L. H. Griffith Realty and Banking Company, Peoples' Savings, and the Filkins Banking Company.

The following summary showing the present capitalization of the various banks compared with that of 1888 and 1889, will most pointedly reveal how rapid has been Seattle's growth in this regard:

Name	*1890.*	*1889.*	*1888.*
Puget Sound National	$ 150,000	$ 150,000	$ 150,000
First National	150,000	150,000	150,000
Merchants National	100,000	100,000	100,000
Dexter Horton & Co	200,000	200,000	200,000
Guarantee Loan and Trust Co.	120,000	120,000	50,000
Washington National	100,000	100,000	100,000
National Bank of Commerce	195,000	100,000	....
Commercial National	100,000	50,000	....
Washington Savings	50,000	50,000	....
Boston National	300,000	300,000	....
Bank of British Columbia	3,000,000	2,500,000	....
King County	100,000	....	....
Seattle National	250,000	....	....
L. H. Griffith Realty and Banking Co	300,000	....	....
People's Savings	100,000	....	....
Filkins Banking Co	55,000	....	....
Totals	$5,770,000	$3,820,000	$750,000

The following is a tabulated statement of the condition of the banks on Saturday, December 20, 1890:

Banks.	*Surplus.*	*Unpaid Profits.*	*Deposits.*
Puget Sound National bank	$ 30,000.00	$ 904.21	$ 918,000.00
First National bank	†150,000.00	....	900,000.00
The National Bank of Commerce	†15,000.00	....	200,000.00
The Merchants National bank	20,000.00	75,000.00	700,000.00
Dexter Horton & Co	†100,000.00	....	1,800,000.00
The Guarantee Loan and Trust Co	10,000.00	6,924.04	221,952.34
The Commercial National bank	807.00	3,781.59	175,000.00
The Washington National bank	19,574.78	....	225,000.00
The Washington Savings bank	10,000.00	5,000.00	283,000.00
The Boston National bank	13,000.00	7,000.00	436,000.00
King County bank	....	4,800.00	100,000.00
***Bank of British Columbia**	....	....	....
Seattle National bank	†20,000.00	....	250,000.00
Griffith Realty and Banking Co	....	....	....
People's Savings bank	....	....	90,000.00
Filkins Banking Company	....	....	39,000.00
Total	$288,381.78	$192,926.63	$6,337,952.35

***Branch bank.**

†Surplus and unpaid profits.

The Seattle clearing house was organized August 26, 1889, at which time the membership comprised the following banks: Puget

Sound National, First National, Bank of Commerce, Merchants National, Dexter Horton & Co., Guarantee Loan and Trust Company, Bank of North Seattle, Washington National and Washington Savings, to which have since been added the Boston National, King County, Bank of British Columbia, Seattle National and the L. H. Griffith Realty and Banking Company.

The exchanges from the organization of the clearing house until January 1, 1890, were by months as follows:

August, from the 26th	$ 425,980 86
September	2,463,558 77
October	5,914,843 38
November	4,406,855 64
December	3,368,340 23
Total	$16,579,578 88

For the first eleven months of 1890 the exchanges were as follows:

January	$ 4,212,522
February	3,362,850
March	4,331,406
April	4,734,045
May	4,786,246
June	4,566,800
July	4,863,399
August	5,110,576
September	5,271,426
October	5,444,627
November	5,279,447
Total	$51,963,344

The foregoing figures indicate the immensity of transactions carried on in Seattle, the volume of business transacted by the clearing house here being exceeded by only two cities on the Pacific coast, San Francisco and Portland.

The record which the foregoing makes exhibits a condition of commercial activity which has been truly remarkable. Banks exist only where there is commerce, and the condition of their business furnishes an unadorned index of the volume of general business transacted in the community in which they are operated. It should also be borne in mind that during the period within which comparisons have

A. Mackintosh

been made concerning the resources and development of the banking business, heavy expenses have been incurred by all the banks doing business here at the time of the fire of June 6, 1889, with one exception. They were among the most severe sufferers by the fire. Business for a long time was conducted under the most inconvenient circumstances. For months the Merchants National Bank was conducted in a vault. Until June, 1890, Dexter Horton & Co. used their old building which was gutted, though the walls were left standing, and the banking room was reached by a plank bridge from the street, while the Guarantee Loan and Trust Company, the Washington National, the Bank of Commerce and Washington Savings Bank were long confined to quarters that a small shopkeeper would have thought circumscribed. At the present time, however, the quarters provided for the several banks of the city are noteworthy features in the substantial and rich character of the recently constructed business buildings of the city. Indeed, the quarters occupied by the Seattle National, Puget Sound, National Bank of Commerce and Merchants National banks are surpassed in no city on the Pacific coast.

CHAPTER XIX.

COURTS AND JUDGES.

Creation of Judicial Districts—First Judicial Proceedings—Sketches of Supreme Court Judges.

IN the city of Seattle the judicial tribunals exercising their functions have, prior to the admission of Washington to the Union, been of three degrees, named in the order of their erection as follows: The territorial, the probate, and the city courts.

It is particularly with the first of these that this section of the history has to do, although the county courts will be mentioned. To the

Territorial court have belonged eminent men, many of whom have been or are now residents of Seattle, and whose influence from the court has been most marked in the development of civil order and organized society in Washington.

Before the erection of Washington as a territory in 1853–4, the Sound country as a part of Oregon, was under the jurisdiction of the courts of that territory, but was set off at length as a separate district.

The first judicial proceedings of which there is record on the part of a regularly constituted American tribunal, was in connection with the murder of the American, Wallace, at Fort Nisqually, by the Snoqualmie Indians at the time of their attack upon this Hudson's Bay post in May, 1849. At this time Lewis county, then embracing all of Western Washington except Clarke county, was set apart as the third judicial district of Oregon, and the judge regularly assigned was Peter H. Burnett. But owing to his decision not to qualify, being on the eve of his departure to California, the seat was vacant. At this juncture Judge J. Quinn Thornton was assigned as sub-Indian agent to the country north of the Columbia river, and immediately came to Fort Steilacoom to secure the arrest of the Indian murderers. Contrary to the views of Governor Lane, as afterward expressed, he offered a reward, which was eighty blankets, for their delivery to the commanding officer, Captain Hill, at Fort Steilacoom. To obtain this prize, Pat Kanim delivered up six Indians, his brother Kassas among the number, for trial. To meet the emergency the legislative assembly of Oregon passed an act temporarily annexing the third judicial district to the first, of which the chief justice, William P. Bryant, was judge.

To hold the term of court thus imposed upon him, Judge Bryant came to Fort Steilacoom and opened court on the first Monday in October. Six Indians were indicted. Judge Alonzo Skinner was appointed as prosecuting attorney, and as counsel for the defense, David Stone, to each of whom was allowed $250 fees. Two of the accused, Kassas and Quallawowt, were found guilty and without delay were hanged. This extreme penalty was witnessed by the whole Snoqualmie tribe and a vast concourse of Indians of other tribes from all parts of the Sound. The judge deemed the execution salutary, and that the cost of the arrest and trial—upwards of $2,000—was a sum well expended. Governor Lane took the view that the payment of a reward to the savages put a premium on murder of the whites and tended to bring into contempt the authority of the government—a view which was not borne out by subsequent events—for Pat Kanim was ever afterwards a firm friend of the government. Owing to the disapproval of his course by the governer, however, Judge Thornton was led to resign.

The judgeship of Western Washington, the Third judicial district of Oregon, was not left long vacant. On September 17th of the same year Judge William Strong was appointed successor to Burnett, and, sailing on the United States Naval ship *Supply*, in company with Governor Gaines and General Edward Hamilton, arrived in the Columbia river on August 14th following.

Judge Strong was already a man of note, being a foremost lawyer of Cleveland, Ohio. He was born in Vermont, July 15th, 1817. His youth was spent in the vicinity of Rushville, New York. At the age seventeen he entered Yale college, graduating in 1838. Choosing the legal profession, although dependent on his own exertions, he was ready for admission to the bar of New York in 1840, and went immediately to Cleveland, Ohio, where he secured an extensive practice and gained a high reputation. He had, himself, no particular intentention of seeking a judgeship, but upon learning of his intention to come to Oregon, his friends procured the place for him, the appointment being given by President Zachary Taylor.

He made his first home in this territory at Vancouver, and was sole judge for all the region north of the Columbia river and of Clatsop county, Oregon, until the separation of Washington from Oregon. During that period little that was extraordinary seems to have occurred in this court; though as associate justice, Judge Strong was drawn into a number of legal broils in Oregon. He made a residence on a claim at Cathlamet, in 1851, continuing there until 1862. Upon the erection of the territorial government of Washington, he was named to act with the chief justice in formulating a code of laws, of which it has been said that all the changes made afterwards in it were for the worse.

After the establishment of the territory, Judge Strong served as counsel to Governor Stevens, and in 1858 received appointment as associate judge, filling the position until 1861.

The first chief justice of the territory, as established in 1853, was Edward Lander, early a resident of Seattle. He was by birth and education, a New England man, having been born at Salem, Massachusetts, and having graduated from Harvard college in 1836. At Cambridge he studied law, and became a practitioner in Essex county, but removed in 1841 to Indiana, where he was soon appointed district attorney. United to extensive legal and literary acquirements, he possessed dignified and polished manners.

As associates of Chief Justice Lander were Victor Monroe, F. A. Chenoweth and O. B. McFadden. But two associates were on the bench at the same time. Monroe was appointed at the same time as Lander and held the first court at Cowlitz Landing January 2d, 1854, and in May following held court in the other counties. His services are reported to have been satisfactory, but owing to a report that he had left the territory his place was declared vacant and was filled by the appointment of F. A. Chenoweth. Monroe died at Olympia September 15, 1856, aged 40 years, and was buried near the town.

Chenoweth was a Western man, having been admitted to the practice of law in Wisconsin. He was born in Ohio in 1819. In 1849 he came to Oregon and seeing at the cascades of the Columbia a site for a city began residence there. In 1851 he was engaged in building a tram road around the Cascades on the north side for the transfer of freight and passengers, and having obtained possession of the old brig *Henry*, was sailing her to Portland, thus anticipating the Oregon Steam Navigation company by some ten years. In 1852 he was elected to the legislature of Oregon from Lewis and Clarke counties. Appointed in 1853 to succeed Monroe, he entered at once upon his duties.

According to the arrangement of counties, the first district comprised Walla Walla, Skamania, Clarke, Cowlitz, Wahkiakum and Pacific, to which McFadden was assigned. The second judicial district comprised Lewis, Chehalis, Thurston and Sawamish (Mason) with Judge

Monroe. The third—Pierce, King, Island, Clallam, Jefferson and Whatcom, with Judge Lander. The term of Lander, Chenoweth and McFadden extended to 1858.

Much of the judicial service of Lander was during the time of the Indian war, and near the close of that affair his court was brought into direct conflict with the Governor, acting in his military capacity. It seems that in a portion of Pierce county, known as the hostile region, which an American could not enter except at risk of death, there were a number of families living without molestation, the heads of which were white men, but the women Indians or half-breeds. During the war it was regarded as remarkable that these people were not disturbed, and it was naturally inferred that their immunity was due to their sympathy with the Indians. They were mostly French-Canadians, and many had been employes of the old Hudson's Bay Puget Sound Agricultural company. Suspicion, confirmed by alleged Indian testimony, accused these people of furnishing the hostile Indians with supplies and ammunition. Dr. Tolmie, of Fort Nisqually, was first requested to watch them, and detain them at the fort. An order was soon issued for them to report at Nisqually or Steilacoom. The order was at least partially obeyed, but soon afterwards, March, 1856, they were found to have returned to their homes. By an officer scouting there they were captured and brought to Olympia, and by order of Stevens were sent to Steilacoom and lodged in the guard house. At the same time he sent an order to the officer in command not to deliver them on writ of *habeas corpus*, if presented. On receiving the reply that it was doubtful whether they could be held in the face of such a writ, Stevens at once declared Pierce county under martial law. The attorneys of the prisoners, Wallace and Clark, obtained writs returnable to Judge Lander—Chenoweth being ill—and on the day appointed for opening court in Pierce county, May 5th, Lander appeared, and was ready to proceed with his judicial duties. Being himself a captain of volunteers, he did not wish to produce unnecessary feeling and postponed court a day to induce Stevens to withdraw the proclamation of military law; but this he refused to do. Judge Lander therefore opened court on the 7th, but was immediately placed under arrest and taken to Olympia. He was set at liberty, however, within two days, and as the day to open court in Thurston county, within his own jurisdiction, came on immediately—May 12th—he proceeded to open court according to law, at Olympia, and the first business presented was an application for a writ of *habeas corpus* for the prisoners, returnable within ten days. The writ was hardly served before Stevens met the check by declaring Thurston county also under martial law, and ordering the prisoners removed into Pierce county. The court house at Olympia was put under guard, with a cannon drawn up in front. Judge Lander, however, was not to be put down without a manful resistance to what he deemed to be an invasion of his jurisdiction, and still held the court open and issued a writ of attachment for refusal to answer the writ of *habeas corpus*. To this bold move Stevens replied by placing Lander under arrest and taking him bodily out of the county to Camp Montgomery, in Pierce county.

By this time, however, Judge Chenoweth had recovered, and as the time to open court in Pierce county came on—May 23d—he proceded to Steilacoom, swore in a body of bailiffs, and opened court according to the statute, and at once granted two writs, one for the production before the court of the body of Judge Lander, and the other for the original prisoners. He took occasion also to comment freely and severely upon the action of the Governor. Colonel Casey, who was ordered to place Judge Chenoweth under arrest if he attempted to hold court, turned the matter over to Lieutenant Curtis, who did not enforce the order.

On the 26th martial law was revoked and Colonel Shaw, who had executed the Governor's orders, and Stevens himself were cited to appear before the court and answer for contempt. Shaw's trial was postponed until November, to allow him to carry on a campaign east of the mountains in the meantime, and Lander sustained the dignity of the court by fining Stevens fifty dollars.

O. B. McFadden was associate justice during the term of Lander, and he frequently held court at Seattle. He was transferred from the bench of Oregon to that of Washington upon the organization of the latter. He ever maintained a reputation as an excellent and clear-headed lawyer, and upon the bench presided with dignity. Off the bench he was genial and companionable and indulged his keen sense of humor and enjoyment of the ludicrous. These qualities combined —official dignity and personal attractiveness—made of him a man never exceeded by any one in the territory in point of popularity. He became personally known to all persons of distinction or influence within his jurisdiction. His popularity was manifested by his election as delegate to Congress after his retirement from the bench; for though the territory was Republican beyond all doubt, and the Judge was a pronounced Democrat, he was elected by a considerable majority. In Congress he proved to be a useful and influential member, and his untimely death was deeply deplored.

The associates of Judge McFadden after his elevation to the first seat were Edward C. Fitzhugh and Francis Chenoweth. Neither of these, so far as we are informed, held court at Seattle.

The successor to McFadden on the bench as chief justice was Christopher C. Hewitt, who was appointed in 1861 by Abraham Lincoln. His associates were both new men, being Ethelbert P. Oliphant and James E. Wyche. All of these judges held court at Seattle.

In the the career of Judge Hewitt there is found something of romance. For many years before his appointment he was an unknown mechanic and followed his business at Port Madison. He had prior to this been a lawyer, but had apparently abandoned practice altogether and retained no further a professional ambition. A case in admiralty was, however, undertaken by him and his brief on appeal from the Supreme Court of Washington was forwarded to the Supreme Court of the United States. The ability, clearness and comprehensiveness of the document was at once recognized, and, coming from a Washington Territory mechanic, created no little interest. Needing a new chief justice for the territory and finding Hewitt legally qualified and politically fit, the administration tendered him the position. He held the office four years. As a judge he was distinguished by a strong and intuitive sense of justice, but owing to his long absence from legal studies he was unable to overcome a certain distaste for the exacting duties of a judge, and upon the expiration of his term resigned and retired to a farm in Thurston county where he still lives. He is one of that rare class of men who possess unusual ability, and under extraordinary pressure or a sense of duty, reach high attainment, but in the ordinary times of peace and quiet find no sufficient stimulus in the rewards of public life and prefer to spend their years in the unobserved round of private and domestic activity. But, whether in public or private, Judge Hewitt has ever been held as an honored and respected man.

Judge Oliphant, his associate, was almost equally disinclined toward the duties involved in his office. By nature he was quiet and unobtrusive, yet possessing agreeable and cultivated manners. He was much annoyed by the bluster and contentions of the attorneys and was but little fitted for the stormy scenes and exasperating altercations which opposing barristers are so fond of introducing into court. After the expiration of his term he went to Washington City and sought and obtained a position in the department of the interior, and was for many years at the head of the bureau of *prima facie* land cases.

The other associate of this term, James E. Wyche, was the popular man and natural judge of the court at that time. He became known throughout the entire territory, and was a master in the court room. He was a Southerner by birth and was very striking in personal appearance, being tall and slender, of a swarthy complexion and having piercing black eyes. This brilliancy of appearance was in part due to ill health, for he was more or less afflicted with weakness of the lungs; yet over this infirmity he kept a certain indomitable control and never lost his courage. As to dress and personal appearance he was careless in the extreme. He was highly esteemed, and in truth, beloved by the people. He frequently held court at Seattle. His death occurred a few years since at Vancouver.

Upon the retirement of Judge Oliphant in 1867, the vacancy thus created was filled by B. F. Dennison, now of Olympia. He held two terms of court at Seattle. As a lawyer Judge Dennison was clear and well furnished, and was noted both for his erudition and the exact statement of legal points. In his mental action he was slow, and required much time to reach a definite conclusion. Personally, he made not the smallest effort to win popular favor. His judicial work, however, was faithfully done. He became chief justice of the court in 1869 and served until 1871. Owing largely to political differences between himself and the legislature; he relinquished the position and was succeeded by Orange Jacobs. Associates during his term were Orange Jacobs and James K. Kennedy.

Succeeding Judge Dennison was Judge Jacobs, and his associates were James K. Kennedy and Roger S. Greene. After the removal of Judge Kennedy, J. R. Lewis became associate justice. This group of judges possesses unusual interest for the people of Seattle, since all of them became, and still are, residents of this city. Nor will it be asserted that the court ever had a full bench representing greater or more varied ability. Sketches of the lives of these able jurists will be found elsewhere. All three served as chief justice of the territory, Judge Lewis succeeding Judge Jacobs in that position and being himself succeeded by Judge Greene.

The successor of Judge Greene was Richard A. Jones. Of him it has been said that he was a large headed, large hearted and large bodied man. He became popular in the administration of justice, his considerateness and great abilities being at once perceived; and his was a popularity that increased up to the time of his untimely death. He was a great lawyer. He possessed a mind quick and active and well drilled in legal warfare. In the administration of justice he was prompt, and made satisfactory decisions. As an orator, he had won a national reputation. His death, ending a career that gave assurance of still greater attainments, was universally deplored. Associates with Jones were George Turner and L. B. Nash.

Charles E. Boyle, the next appointee, dying within a short period, was succeeded by the eminent citizen of Seattle, Thomas Burke. He had made his home in Seattle since 1875, and had been at the front in all matters affecting its prosperity. A rugged, resolute man, hardheaded and not averse to controversy. He was early the fighter of the place, engaging the monopolistic giants which at that time were about to crush the life out of Seattle. To him, as much as to any one influence, may be traced the measures to break the cordon that the Northern Pacific was drawing around Seattle. Judge Burke is an earnest student of literature and a great reader of the English classics. A sketch of his life appears elsewhere.

In the last chief justice of the territorial court and the first judge of the United States District Court for the district of Washington, Seattle has great reason for pride since he is peculiarly one of her sons, being the nephew of J. C. Holgate, the first white man to visit Elliott bay with a view to settlement, and the son of Edward and Abbie J. Hanford.

Upon the resignation of Thomas Burke as chief justice, the place was assigned to Judge Hanford and was ably filled by him until the territorial regime terminated in statehood. Upon this consummation, however, he was appointed by President Harrison judge of the United States District Court. A certain justice to the pioneers was thus done in appointing a pioneer boy to the first place in the new state, but more properly the young state displayed its fitness to be admitted to self government in being able to present a man of its own so manifestly capable of taking the highest seat, even in a state thronged as is this by men of the highest attainments and ambition.

CHAPTER XX.

NEWSPAPERS.

The Seattle Pioneer Newspapers—The Seattle *Gazette—Puget Sound Semi-Weekly—Puget Sound Weekly Gazette*—First Telegraphic Dispatch Received at Seattle—*The Alaska Times—Puget Sound Dispatch—Pacific Tribune—The Post-Intelligencer—The Chronicle—Daily Call—Daily Times—Seattle Press-Times—Morning Journal—Seattle Telegraph—Trade Journal—Sunday Star—Seattle Budget—Die Tribune*—Recent Publications.

THE Washington *Gazette*, pretending to emanate from Seattle, and dated at Seattle, King county, W. T., August 15, 1863, was issued from the *Tribune* office in Olympia by J. R. Watson. Efforts had been made by the enterprising business men of the ambitious little village to induce some one to establish a newspaper here, and the *Gazette* was gotten out as a specimen copy of a paper proposed to be started in Seattle. Although this weekly paper was a four-column quarto sheet containing only about as much matter as appears on one page of the dailies now issued here, the negotiations did not culminate until the December following. On December 10, 1863, the first issue of the Seattle *Gazette* made its appearance. The printing press used was venerable with age, being a machine of wood, differing very little from the press used by Benjamin Franklin one hundred and fifty years ago, and known as a "Ramage." This press was brought to the Pacific coast, it is supposed, early in the present century. This interesting relic was presented by Mr. L. S. J. Hunt, its last individual owner, to the society of Young Naturalists of Seattle, in whose collection of curiosities and local antiquities it is now held beyond price.*

The printing office was in the second story of a wooden building owned by H. L. Yesler, that then occupied the present site of Schwabacher Brother & Co.'s store fronting on Commercial street. J. R. Watson was editor, proprietor and compositor. With the aid of some friend, or occasionally a young Indian for a roller boy, the paper was gotten out from week to week; and certainly none of the more imposing editions of its successors have attracted more attention or been regarded with more affection or admiration.

Mr. Watson was a vigorous writer, a practical printer—as were nearly all of the old time newspaper men—witty and full of humor, and soon became the central figure of a coterie of jovial spirits which congregated "on the sawdust," or gathered nightly in the editor's sanctum or at the "Gem," or some other place with a bar, a large red-hot stove, a score or more of chairs with rawhide bottoms and a sawdust-covered floor.

The first half year closed June 4th, 1864, and the paper was then suspended until August 6, following, when it appeared in an enlarged form and still under the management of Watson. He continued to issue it irregularly for a year, closing his connection with it with issue No. 13, Vol. 2. The Seattle Publishing company then assumed control of its destinies. The head of this company was Robert G. Head, a young and bright printer from Olympia. He continued the regular weekly issue until the next February. On the 16th of that month, 1866, Mr. I. M. Hall made his bow to the public, as editor and publisher. Mr. Hall is the only one of the earlier newspaper men of Seattle still residing here, and it is not certain but that he is the sole survivor of the ten or a dozen who followed each other in rapid succession during the earliest period in the history of Seattle journalism. On March 3, 1866, the *Seattle Gazette* was suspended, having covered a period of two years and three months.

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* It is claimed that this press was brought from Mexico to the Pacific coast on the back of a mule and used to print the *Alta California*, the first paper issued in San Francisco. It subsequently did service in Oregon and later was taken to Olympia and finally to Seattle, where it was in constant use in printing the various papers which were properly the predecessors of the *Intelligencer*. The last named paper was printed on this primitive press until some time in 1874, when it was succeeded by a press of more modern make. Not only was the first newspaper in San Francisco printed on this old Ramage, but the first newspaper in Portland, the first newspaper in Olympia, the first newspaper in Seattle and the first newspaper in the territory of Washington.

April 5, 1866, the *Puget Sound Semi-Weekly* succeeded it, with Hall & McNamara as publishers. A short experience proved that the time for a semi-weekly had not arrived, and on the 30th of the same month, the *Puget Sound Weekly* appeared. In August following, Hall & McNamara sold out the paper to George Reynolds. With the issue of March 18, 1867, the first volume ceased, and with the beginning of the new volume I. M. Hall again took charge and the paper was christened the *Puget Sound Weekly Gazette*. On May 27th, Hall & White became associate publishers, and with the issue of June 17th following, the paper suddenly ceased to appear, a suspension which continued for some time. Mr. Hall had just been elected county auditor, and as that position was more lucrative than newspaper work, the latter was stopped. In this connection it may properly be remarked that until October, 1864, the paper, and the village as well, had been without telegraphic communication. The *Gazette* of October 25th, 1864, remarks:

"At precisely 10 o'clock to-day a cannon was fired and a flag hoisted in commemoration of the arrival of the telegraph wire at the office, Yesler's corner, Seattle." "Yesler's corner," was then the southwest corner of Mill and Commercial streets, the present location of the National Bank of Commerce.

An "extra" was issued the next day from the *Gazette* office entitled "Citizens' Dispatch," and it says: "The following first telegraphic dis-

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patch to Seattle came over the wires at 4 o'clock this afternoon, October 26th."

The dispatch was from Portland and gave dates of October 24th, from the Eastern states, and of October 25th from San Francisco. From Kansas City, "a courier from the front reports Price in full retreat, closely pursued by our forces." From New York, that the Union forces were concentrating at Chattanooga, and the theater of war had been transferred to Northern Georgia. "Sherman was pushing Hood and was rather trying to coop him up in the valley and starve him to death," etc. In San Francisco, "greenbacks" were quoted at 49½ cents. It may here be remarked that on the Pacific coast, paper money was always quoted at a discount instead of gold at a premium, as in the Eastern states.

For several months it was the custom to take occasional dispatches. "Old Ollopod," as Watson was called, did not have a bank account, and it may be doubted that his credit was first-class. In any event, when some important battle took place the operator would tell Ollopod that "there is important news." The latter would then go around to those whom he could rely upon for their regular contributions of "two bits" each, and when a sufficient sum had been realized, he would pay for the dispatch, on the "C. O. D." principle, hurry to the office, set it up, which he could do in about an hour, as the longest dispatch seldom made more than four or five "sticksfull," and then "galley proofs" to the required number were struck off and distributed. The *People's Telegram* was begun at this time and continued a few issues, semi-weekly, but soon disappeared from view.

In the early part of August, 1867, S. L. Maxwell arrived in Seattle. He was a first-class printer and a writer of considerable force. Messrs. Daniel and C. B. Bagley had at this time become owners of the printing office plant, and Mr. Maxwell arranged to take the office at $300 and pay for it as he earned the money. On August 5th, 1867, he issued the first number of the *Weekly Intelligencer*, the progenitor of the *Post-Intelligencer* of to-day.

The town and surrounding country had at this time begun to fill up and other parts of the Sound were developing, so that while Mr. Maxwell at times had to struggle against some adverse influences, his venture proved a success from the beginning. He soon paid his debt of $300, and began to add to his outfit and improve his paper. In 1874 Maxwell sold the *Intelligencer* to David Higgins for $3,000. Under the proprietorship of Mr. Higgins the paper continued to prosper, and in 1876 the issue of a daily as well as weekly was begun, a departure which the town was fully prepared to sustain, and the daily paid handsomely from the start.

Being desirous of removing to Eastern Washington, which then offered tempting inducements to new settlers, in 1878, Mr. Higgins sold the establishment to Thaddeus Hanford, who had edited the paper for several years. In 1879, somewhat more than twelve months later, Mr. Hanford sold the paper to Thomas W. Prosch and Samuel L. Crawford.

In the spring of 1868, T. G. Murphy brought a small printing plant to Seattle from Sitka, Alaska, where he had been publishing for a short time the *Alaska Times*. He resumed the publication of his paper in Seattle, but continued it for only a few months, when McNamara & Larrabee purchased the paper. A short time thereafter the establishment was turned over to Wilson & Hall, who thereupon began the publication of the *Territorial Dispatch* and *Alaska Times*. In October, 1871, Colonel C. H. Larrabee and Beriah Brown bought the paper and after continuing its publication for three months, on December 4, 1871, issued the first number of a new and independent paper which was named the *Puget Sound Dispatch*. In August, 1872, Larrabee retired, when Brown's son, Edward H., became associated with his father as proprietors and publishers under the firm name of Brown & Son. On September 19, 1872, they issued the first number of the *Puget Sound Daily Dispatch*, the first daily published in Seattle. In 1874, Edward H. Brown retired from the paper and for a short time Beriah Brown continued it alone. In April, 1875, Austin A. Bell purchased a half interest in the paper, and from that time until September, 1878, when the *Dispatch* was purchased by Thaddeus Hanford and merged into the *Intelligencer*, it was published by Brown & Bell. It was afterwards edited for a time by Thomas B. Merry, a brilliant Oregon journalist.

In 1875 the *Pacific Tribune*, the first paper published in Tacoma, was moved to Seattle. It was started by Thomas W. Prosch. Its publication had been both daily and weekly for a number of years. It was Republican in politics, and it was continued in Seattle three years when it was absorbed by the *Intelligencer,* at which time Mr. Hanford became for a time the publisher and proprietor of the only paper published in Seattle.

In the meantime B. L. Northrup started a monthly agricultural paper called the *North Pacific Rural.* This obtained some circulation in the country and formed the nucleus of a new daily which was issued with the title of the *Post* in October, 1878, under the management of K. C. and Mark Ward. Several wealthy citizens subsequently obtained control of the *Post* through money advanced to pay the expenses of its publication. It proved a far from profitable venture, and in 1881 they merged it into the *Intelligencer,* at which time the present title of *Post-Intelligencer* was assumed. For a few days the *Post-Intelligencer* was the only newspaper in Seattle, a circumstance that now, considering the size and wealth of the city, and the number of its publications, seems quite remarkable. The *Post-Intelligencer* at this time was under the management of Thomas W. Prosch and under his control made rapid strides in popular favor, and was soon recognized as the most influential journal in the territory, both east and west of the Cascades. In 1886, after this journal had become a paper of no small magnitude in moulding and directing the sentiments of the people, it was sold to a joint stock company under the management of C. B. Bagley, and subsequently to Leigh S. J. Hunt, who still further augmented its prestige and influence by a liberal expenditure of money, in the employment of a large force of able writers, who were placed under the management of Alfred Holman. Prior to Mr. Holman's connection with the paper, however, it was managed for a time by Mr. Robert C. Washburn in conjunction with Mr. Hunt.

Soon after the *Post* passed into other hands Kirk C. Ward started the *Chronicle,* first as an evening and later as a morning daily. Some four or five printers were associated with him in this enterprise, but their united efforts failed to permanently establish it, and the paper was finally suspended for lack of adequate support.

In July, 1882, W. G. C. Pitt of San Francisco, I. H. Bates and

Thaddeus Hanford started the *Herald*, another daily, using the old *Pacific Tribune* material. The proprietors displayed an amount of energy and industry rarely equaled in a like enterprise, and would doubtless have succeeded had the field been large enough to admit of it, but Seattle had all the papers it could sustain before the advent of the *Herald*, and its survival soon became a question the solution of which depended upon the forbearance of creditors and the sympathy of printers. When these were exhausted the paper collapsed.

Between the years 1880 and 1883 several papers of less note were started in Seattle, but none of them survived beyond a few months. Among the number were the *Finback*, the *Bulletin* and the *Mirror*, the latter a temperance organ.

In the summer of 1885 a number of the leading citizens of Seattle subscribed a liberal sum of money to subsidize a paper to counteract or neutralize the influence of the *Daily Call*, an evening sheet, the organ of the more virulent of the anti-Chinese agitators. T. H. Dempsey, J. R. Andrews and one or two others undertook to publish a paper for the subsidy offered, and accordingly issued the *Daily Times*, also an evening paper, with the understanding that the subsidy was to be continued for only six months. At the expiration of the allotted time Mr. Dempsey was left alone to continue the publication, the others having withdrawn from the enterprise. The last named gentleman by careful management and commendable industry succeeded in placing the *Times* on a self-supporting basis. In March, 1887, Col. George G. Lyon, one of the most forcible writers in the city, acquired an equal interest in the paper with Mr. Dempsey, and took editorial management of it. Under the control of these two men, the *Times* rapidly grew into popular esteem, and was recognized as one of the best papers in Washington.

In the summer of 1886 the *Call* became subject to the control of Homer Hill, who had previously secured control of the *Chronicle*, and united the two papers as the *Seattle Press*, publishing a daily and weekly under that title. Mr. Hill continued the publication of the *Press* for three years, when he disposed of the paper to the Press Publishing Company, in which W. E. Bailey was the principal stockholder. S. R. Frazier was made editor under the new purchasers

For a short time after the sale the price of the paper was reduced from five to two cents per copy, but this departure did not meet with the success anticipated and the former price was restored. Mr. Frazier was succeeded as managing editor of the *Press* by E. R. Brainerd, who had been prominent in newspaper work in Philadelphia.

The publication of two evening papers, both enterprising and well conducted journals like the *Press* and *Times*, in a field the size of Seattle made it impossible for either to become financially successful. After a fair test of the field the publishers with rare good judgment finally agreed to a consolidation, the *Times* being absorbed by the *Press*, the consolidated papers now being issued under the title of the *Press-Times*. This was effected in February, 1891. The *Press-Times* is an independent Republican journal, and ranks among the best evening papers on the Pacific coast.

Repeated efforts have been made in past years by leading members of the Democratic party to start a political organ in Seattle. On the 30th of April, 1888, these efforts culminated in the incorporation of the Enterprise Publishing company, which straightway proceded to disseminate the principles of the party mentioned. After a checkered career of one month the *Enterprise* died from lack of support, and to crown the misfortune of the venture the plant was destroyed by fire on Thanksgiving night in 1888.

Another Democratic journal which failed to find the road which leads to journalistic success was the *Morning Journal*, which was first issued during the spring of 1890. It was published by the Morning Journal Publishing company, in which John Leary, W. H. Llewellyn and B. F. Shaubut were leading stockholders. After an unfortunate career it was absorbed in January, 1891, by the *Telegraph*.

The last attempt to establish a Democratic paper, however, gives promise of proving a well deserved success. This is the *Seattle Telegraph*, a morning daily and weekly paper, which was first issued August 11, 1890. It is published by the Seattle Telegraph Publishing company.

Some of the wealthiest men in the state are financially interested in this paper and they evidently mean it shall be made equal to any in Seattle. It is bright and newsy, and its editorial columns are conducted with vigor and ability. D. E. Durie, is general manager and editor, and the city department is in charge of John G. Egan, formerly city editor of the *Press*.

In 1888 Alexander Begg and Edmond S. Meany started the *Trade Journal*. As its name indicated it was designed strictly as a commercial paper, and for some weeks was devoted exclusively to market reports, stock quotations, etc. By degrees its sphere was enlarged until finally it contained daily an epitome of passing events, local and general, in addition to commercial matters. Shortly before the fire it passed into other hands, becoming the *Morning Journal*, a full-fledged newspaper before referred to.

After parting with his interest in the *Journal* Mr. Begg issued a handsome weekly paper called the *Citizen*, which, however, had but a brief existence.

Of Sunday papers Seattle has had a surfeit during the last two or three years, some of which did not have an existence beyond two or three issues. The great fire hastened the demise of those in a moribund condition and no effort was made to resuscitate them. The *Star*, the first of the independent Sunday papers, was started in 1885 by a journalist named Blake, who has since removed to New York city. He was succeeded by Kirk C. Ward, who conducted the paper for some time. After the fire, which included the *Star* office among its victims, it was issued in an enlarged and much improved form. A few months later S. R. Frazier became its editor and publisher. He rechristened it *Frazier's Weekly*, and still publishes it under that name.

The *Seattle Illustrated Budget* was started a few weeks before the fire by S. R. Frazier, its editor and proprietor. It was steadily increasing in favor when the fire checked its course. Resuming soon after that event, Mr. Frazier continued its publication until he was called to the editorial chair of the *Press*, when he disposed of the *Budget*. Its publication was continued by others for some time thereafter, but has recently been discontinued.

Die Tribune, issued first in 1883 and continued to this day as a weekly, was the first paper published in the German language, or, for that matter, in any foreign language, in Seattle or Washington. Since the *Tribune*, several papers have made their appearance published in foreign languages, Swedish, Norwegian and other.

A considerable number of trade publications have been issued in the past, devoted to the drama, to real estate, to the hotel business, to the timber interest, to commercial affairs, etc.

Several religious journals, all of monthly publication, have been started by the Baptists, Methodists and Episcopalians, three of which, the *Methodist*, the *Washington Churchman* and *St. Mark's Rubric*, still survive. School, temperance and amateur papers have been frequent and generally shortlived.

Among recent publications which give evidence of becoming permanent may be mentioned the *Pacific Magazine*, a monthly journal which was first issued shortly after the great fire, under the name of the *Washington Magazine*, with E. W. Wooster editor and J. C. Steele manager. It is an illustrated periodical and devoted to the interests and resources of Washington and the northwest. Lee Fairchild, for some time connected with the *West Shore* of Portland, has recently become editor of the *Pacific Magazine*.

The *Seattle World*, also a monthly periodical, began its career in November, 1890. Arthur D. Cochran is editor.

CHAPTER XXI.

GENERAL DESCRIPTION OF THE CITY.

General Appearance of Seattle—Its Streets, Business Houses and Private Dwellings—Grandeur and Beauty of surrounding Country—Characteristics of Suburban Towns—West and East Seattle, Ballard and Fremont.

NATURE is laid out on so large a scale on the Pacific coast that only the most gigantic and commanding works of art attract attention. Even the largest cities, if located here, would do but little more than emphasize the disparity between what man can do and what nature has done. Our pioneers of civilization fancy themselves like the fabled god of our Scandinavian ancestors, Thor, who was lost in the land of the giants. Suspecting that he was on the body of one of the giants, he determined to wake him up and learn his whereabouts. With the hammer which he always carried he fetched a terrific blow directed against the giant—but without the slightest effect. A second, still harder, was given, but still no movement. The third time Thor swung his hammer, and now meant to secure results, and he doubled his fingers so hard over the hammer handle that his knuckles turned white; but upon receiving the blow on his cheek the Jotunn only moved a little on his couch and muttered that there must be sparrows in the trees overhead. The giant was the earth itself, and the blows of the lost god's hammer did no more than make three dents on its face—three valleys.

So on the Sound, the Mediterranean of the Pacific, nature is so immense that the axe and hammer may be swung a hundred years, and only a few dents be visible. In sailing today from the Straits of Juan de Fuca to Budd's inlet, the vision is held, just as in 1790, by the long waste expanses and winding stretches of the sea-blue waters of the Sound, leading ever in front to new vistas, and thrusting to left and right long, shining arms, passage ways and straits and inlets into the hills or about islands; while there is on either side a constant prospect of snow covered mountains. The present works of man on the shores of this water scarcely give a hint of their existence to the voyager from the sea to the farthest inlet. At specified points one may see indications of the presence of some of the great sawmills, in the smoke curling distantly from their saw-dust pits, and, by listening, may catch upon a clear day the distant hum of its machinery. Towns and cities themselves, so far as visible from the main waters of the Sound, seem as minute in the dreamy immensity of waters, sky and hills, as the desert city spoken of by Tennyson "sparkling like a grain of salt."

This being so, it is all the more a surprise to pass from the wonder of the main Sound to the commanding panorama of Seattle, for here is a city which from its own bay and on its own hills is as dominant as nature herself in her greater domain. The lover of nature may revel in the vision of shapes of flood, forest and hill that man can never spoil, but the moment the steamboat on which he travels reaches the entrance of Elliott Bay, the lover of man's enterprise has it all his own way. One comes upon Seattle unexpectedly, if approaching from the water. On the north side of the entrance to the harbor West Point rises into so high a promontory and peninsula as to shut off all sight of what is within—presenting its precipitous sandstone bluffs but scantily clad with fir and cedar trees, and gray-white walls half hidden in the umbrage. On the south side of the watery gate Alki Point rises from its low shores into the elevated plateau of Duwamish Head, allowing no vision within its broad bulk, but on making these heads the whole farther or eastern shore of the included water springs into view as a city like the capitals of the old world. In fact Seattle is impressive and massive in excess of its real dimensions, as thus seen; for the very large area, upon much of which there is scant building, seems at that distance to be solidly built. For this reason it would compare favorably upon first sight with almost any city in America. It widens and grows to left and right until, once fully in the waters of the bay, and from the extreme indentation of Smith's cove on the north to the farthest waters of Duwamish bay on the south—off of which on a clear day Rainier seems to loom—a distance of ten miles, one descries wharves and docks lining the shore, multiplied lines of railroad trestle work over the water in shore, and the stacks of mills and factories pouring out volumes of black smoke to gradually gather in a cloud and darken over the city. In the foreground on the bay lively steamers are ever plying to and fro, and ships lie at anchor on the tide or at the docks and bunkers. Up from the water and the immediate shore the massive buildings rise tier on tier, with stone, brick and metallic walls, and a sunward exposure such as to admit, at the proper hour, the reflection of the sunlight from their windows in a manner most dazzling. Indeed, there are few sights more inspiriting than that of the city front from the water during a clear sunset.

From the bay the eye naturally seeks the elevations into which the city rises. On the north the land is highest and assumes the appearance of a plateau. Along the brow of this ridge are seen numberless houses, generally of an appearance betokening wealth and refinement on the part of their owners and inhabitants. Through the vale that sinks away from these heights one sees the distant range of the Cascade mountains and the white dome of Mt. Baker. Three points on the expanded site of the city fix attention. On the north central, the low hill crowned by the gleaming white North school building. Southward of this on a point much higher towers the great Hotel Denny, which is one of the finest buildings in the city. Still to the right the eye passes the white but now antiquated university building, but pauses on the height in the central portion of the plat where stands the great brick Central school building. The heights surmounted by the Rainier Hotel, by the massive court house, of Doric architecture, now under construction, lead the vision to the last eminence from which the surface falls off to the upper bay or attains the great central plateau making toward Lake Washington. Such, in general, is the city upon first glance, imposing, dominant, massive, occupying a large part of the visual angle with the heights on the north and the three summits in the middle—such is its first impression. This is, of course, from the water. In practice one usually sees it first from the railroad, but most fragmentarily and inadequately.

Once on land, a more specific examination becomes possible. It will be no disrespect to the city to say that one finds the mean and the magnificent, the finished and the crude, in very close juxtaposition—strikingly so, even for a Western city. This is because the place has been growing so rapidly.

It is not altogether easy to give a detailed description of Seattle, owing to a certain desultory and multiplex character pertaining to it, yet something of this is necessary here in order to give value to these pages as a work of reference. It will contribute to clearness to note that the place is separable into several distinct portions. The most apparent division is that made by the lay of the land on the site of the city. One portion forms a sort of border at the edge of the water, and being practically flat and on a level with, or but little above, the altitude of the wharves which are built so as to be just out of the reach of the highest tides. This is a narrow strip and is either over the water or else above the original narrow beach or tide land that skirted the highland. In shape it is something of a semi-circle, forming the border between the upland and the water. This is necessarily the region of wharves, depots, coal bunkers, warehouses and the center of the wholesale trade. The second division occupies for the most part ground topographically higher, the sloping area from the water border up to the brow of the plateau, and includes the main business portion of the town. The residence portions are not yet strictly defined and coalesce to a considerable extent with the business area, but ever tend to become fixed on the brow and top of the plateau surrounding, and to spread to the almost numberless suburbs from one to five miles distant.

The city front proper is inferior as to buildings. Wharf room seems ample, however, and the docks compare well enough with those of most of the Western cities. The plan of slips, as in most deep water harbors of ample room, is followed. Owing to the deep water curve making a detour into the bay off the middle front of the town, the wharf line comes to a point at some distance in the bay. At the tip of this is the Stetson & Post sawmill. Like most of the buildings of its class it was made for use rather than ornament, yet with its long dock piled up with assorted lumber ready for the ship, it is most interesting. The region around it is, however, somewhat waste and blasted, still bearing the marks of the conflagration of 1889 and not yet fully repaired. The charred piles of the previous wharves are still standing in the water of many water blocks and roadways have not been fully rebuilt. Over the waste the houses stand but sparsely and have a suspicious, uncertain appearance, a little disconcerting to the stranger. In fact it seems to be a quarter rather abused by the city itself, for off the wharves and in the holes and interspaces one notices the dumpings of the city scavengers, and beneath the docks and around the pilings the refuse slabs and culled logs of the entire historic period of the city would seem to have collected. It is a corner suffering from the great disaster and from the transition period, and will in time be showing better things. It is from this point that the railroad passes across the bay to West Seattle.

But to take up the description of the city in detail, we remark: The outside street on the west is known as Railroad avenue, wholly in the bay, accommodating the track of the Seattle, Lake Shore & Eastern and also to be used by the Seattle & Montana, or Great Northern. This is a simple line of trestle work, and except upon the extreme southern end is not occupied other than by this track. Water street, next toward the land, has been but little opened. On the next, or West street, however, there are numerous business blocks, and a great volume of business is done. For about twenty blocks, or over a mile, beginning near the point above mentioned, is this street thus occupied. The character of the business done here has not yet called for expensive buildings—wholesale houses in general, dealing in produce, staple groceries and supplies, machinery, wares and building materials as lime, paints, cement, sand and stone at the adjoining docks. Here are also many shops, such as of blacksmiths and iron moulders. The buildings are of one and two stories, of modest mein, wooden shells protected by a sheeting of corrugated iron, and half fire proof.

There is a sort of radiating point for all this lower story, or ground floor, of the city, skirting as it does the highland upon which the permanent structures have been built. This point is near the head of Commercial street and the intersection of Weller. It is here that Railroad avenue also begins, and near it all the principal railroad depots and docks are located. The locality itself is not enrapturing, being the sootiest, most crowded and most unpretentious angle or radiating point in the city, but to the business man who gloats over long trains of coal, or freight cars crowded with bales of produce, hops, or cattle, or flat cars laden with stone and brick, the grime and stench are no objection. It savors of enterprise. Commercial street comes up from its long reach over the shallow water of the bay from the south, with no good buildings. As around such places are likely to gather, most of the non-business houses are devoted to eating and drinking and lodging purposes, and at this particular spot are finished off in square fronts and painted in various gaudy colors, giving the blocks the general appearance of wearing motley. As one looks up Weller street to the east they appear to be of the same character. One gaudy three-story cheap structure, of modified Queen Anne style, called the Overland, making itself particularly conspicuous. The region is, however, almost wholly a railway point.

Let us first look eastward eight or ten blocks along the water front. On Weller street at the foot of Second, as now opened, is the depot of the Northern Pacific. The passenger and baggage depot is a low,

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unpretentious affair, built to fit the curves of the track, and painted an uncertain orange. It is wholly temporary. The railroad warerooms eastward, are composed of two immense shells, one after the other alongside the track. They are each nearly one hundred feet wide and three hundred feet long. Still eastward of these, in a building of the same character but even longer, are the stables of the Seattle Transfer company On the north side of the track at a convenient distance between Second and Third streets, are the shops of the Oregon Improvement company and their round house. The depot of the Columbia & Puget Sound railroad is adjoining, reaching to Third street. A large building seen at some distance east of these big shells, proves to be the blacksmith shop and carriage and harness manufactory of W. W. Buchanan & Sons, an extensive plant. Passing eastward over the bridging of the shallow bay, one observes a considerable sawmill and door factory and wood yards. In the angles of the streets here begin to appear some of those curious little clusters of shanties that perch on the wharves over the water and along the shore, the merest boxes, constructed of the poorest material, unpainted, with a scarcity of windows, and in some cases no higher than six or eight feet to the eves. Some look of cheerfulness and comfort, however, is shown in them, and the family washing or the notice "Board" or "Lodging" displayed, testifies to their habitability. Moored along the shore may be seen scows or boats that, having served their day on the Sound, are now in their green and barnacled age devoted to service as domiciles. On Eighth street one strikes solid land again and finds, as the last business building in this direction, the central station of the Seattle Electric Light company, a creditable building with a tall stack.

Returning to the starting point on Commercial street and going west and north along Railroad avenue, one is brought into the wholesale region. First of all to be noticed are the coal bunkers of the Oregon Improvement company, not easily overlooked. They are extended to deep water and are arranged to load vessels immediately from the cars without hoisting. To accomplish this the track from which the loading is done is elevated about sixty feet above the water, and is reached by an incline extending some eight or ten blocks. Up this the engines shove their loaded cars, and having been pushed to position and made ready for dumping, according to their form of construction, are unloaded accordingly and the coal is screened for retail use, or dumped into ships. A ship or two is usually seen loading here. North of the bunkers are the great docks "A" and "B" of the Oregon Improvement company, at which Sound or ocean vessels, steam craft, are always to be seen. These are the largest and busiest docks in the city, built shell form with arched roofs and painted reddish brown, the universal color of the warehouses here. They are at the foot of Jackson street.

South of the bunkers would be noticed the busy boiler shop of P. J. Sullivan and the lumber yards opposite.

Railroad avenue makes a curve around the city front and the first street that it intersects, at a slight angle, is Jackson. On the east it leaves a small triangle which is at present occupied by a cluster of dingy wooden buildings, stands, shops, etc. On the corner of Jackson, however, a well built two-story block appears. It is painted gray over the iron sheathing, a cheerful color, and is occupied by heavy wholesalers. Shoudy Bros. are in the southwest corner; a storage and saleroom of bankrupt goods; wagon depot, and the Steam Heating company occupy the rest. Off their front, across the street on the water front, is the Oregon Improvement company's wharf as mentioned above. The Globe Hotel, a three-story brick, holds the northwest corner fronting Railroad avenue with Main street at the side. The block between Main and Washington streets presents a front of low, motley shops and drinking places, and a dingy three-story smokey gray iron sheated lodging house, giving a dubious character to the whole block. On the southwest corner of Washington, however, there is a magnificent stone and brick building of three high stories belonging to Harrington & Smith. On Washington street ends the track of the Columbia & Puget Sound railroad, with an odd square building on the west occupied by the Model chop house. Opposite the brick block, across the avenue, is the hardware depot of Harrington & Smith and the Hatfield wharf. The rest of the block on the east side is held by the store of Mason Bros., machinery and engineers' supplies, and the Villard House, a two-story wooden building.

One now crosses Yesler avenue and finds immense houses. Looking westward he sees on the left or south side the small but bustling machine shop of McClure & Campbell, the extensive Puget Sound machine depot, the Puget Sound saw works and the wool and hide depot of D. Kellogg & Co.; and on the right or north side a lumber yard, the commission store of Frank Jobst & Co., and the immense three-story wholesale grocery of Fischer & Macdonald, with L. L. Hibbard's hide and wool depot beyond and the Yesler wharf at the end.

At Yesler avenue there comes an open space, but partly occupied on the right by the unpretentious wooden depot of the Seattle, Lake Shore & Eastern railroad. Here begins West street, diverging at a slight angle from Railroad avenue, and the business follows principally along this thoroughfare.

On the east side of the street, north of Columbia, appears a full block of red-brown, white-trimmed, two-story, iron-sheeted stores. Crossing Marion street, there are fully built blocks on both sides of much the same character as before. This brings the street north to Madison, the cross street on which is one of the cable car lines to Lake Washington.

From this street to the next—Seneca—the block on the right is for the most part vacant, not having been rebuilt since the fire, but still showing burnt pile ends. On the northeast corner are the warerooms of the Badere Milling company. On the west side of the street is the freight station of the Seattle, Lake Shore & Eastern.

Following West street for several blocks further north, one reaches a curiously built region colloquially known as "shanty town." This stretches from about Union street along the front of the bluff indefinitely northward, occupying a narrow strip of steep ground to the water's edge, or beach, itself. The land is owned by men of wealth, but not being at present called for at prices approaching its real value, has been reserved and the use of it granted to laborers and others not having property of their own. In consequence, shanties of but the most scant proportions and of poor materials, have been erected as thick as they can stand and with small effort to be in any particular order, but built according to the lay of the land, and fronting most conveniently for ingress and egress without steps. Some are burrowed in the ground, some set up on stilts, and along the beach some are built on drift logs. There are hundreds of them. They are mostly new, and are usually kept with cleanness. They are not without a certain quaintness and picturesqueness in their general effect.

The character of the whole of this region that has been described as the ground floor of Seattle is one of the results of the fire. It is temporary, put in place simply so as to do business for a few years and to give way when the time for improvement comes. Thus, though in such violent contrast to the splendid blocks on the main business streets, it is a significant and exceedingly interesting portion of the present city.

The new grand business portion of Seattle, not including any portion of that just described as occupying the circle or semi-circle of flat land at the water's edge, occupies some three or four streets parallel with the west water front and about sixteen cross streets—an area somewhat less than a quarter of a mile in width by a mile in length. This is the grand business center of the city, embracing the fine structures, the general retail and merchants blocks, the bank buildings, the main hotels, offices and business rooms and such more elegant and profitable sorts of business or trade as naturally consort with these. This is entirely exclusive of such particular localities as go to make up the wings of the city, as Belltown, North Seattle, East or South Seattle, which have more or less business portions of their own of a local nature, and is of course wholly exclusive of the residence portion.

The buildings in this part of the city are of a character to discredit no city, however great—being of brick, iron and stone, from five to eight stories in height and of excellent finish. Owing to the marked slope of the site of the city at this point the buildings are one or two stories higher above the ground on the west than on their east side.

To examine the area in detail it will be most convenient to begin with Front street—or still south, on Commercial—and view it from south to north through the main business portion, and examine Second, Third and Fourth in like manner.

Beginning at the same point as before in viewing the "ground floor" one stands at the head of Railroad avenue and looks up Commercial street towards its continuance into Front at Pioneer Place—most striking vista of grand and imposing buildings, well comparable to the best streets of San Francisco or Chicago. The street itself has the breadth of an avenue, 88 feet, wide enough for the two broad-gauge tracks of the cable road and double carriage tracks on each side, allowing two cars and four carriages to drive abreast. The sidewalks are also amply broad. It is an animated scene on this street—swift cars, bustling vehicles of all kinds, and crowds of people moving to and fro.

At Jackson street the first buildings are seen. On the left or west side there is a full block of brick buildings with stone trimmings. Among these buildings are the Eureka house, business below, hotel rooms above, 64 in number, and the Northwest hotel, business below and 40 rooms above. On the east side is the Leland house, small three-story, business below and 22 rooms above, and also the great four-story stone and brick of E. L. Marshall and Cyrus Walker.

North of Main street, on the west side, is a full block of three-story stone and brick, among them being the New England hotel; fifty-nine rooms above. On the east is the massive four-story building of Squire and Latimer, the Kenyon building and an incomplete structure on the corner.

North of Washington street, on the west, is the incomplete building of Harrington & Smith; the great stone, iron and brick building of Terry and Denny, five stories in height; and the four-story brick and stone of Schwabacher & Co. On the east is the Terry building, of four stories, iron and brick.

Here one is brought to Pioneer Place, the real business center of the city. It is an ample space, not square, but five-sided, yet appearing three-cornered rather than any other shape, and some two hundred feet across. It is formed by the intersection of four streets at acute or right angles—Commercial street from the south; Yesler avenue crossing from east to west; James street beginning here and passing at an acute angle with Yesler avenue up the slope to the east of northeast; and Front street beginning here and passing out perpendicular to the course of James street to the north of northwest. The square is surrounded by magnificent structures. On the west side, fronting the square are the massive stone and brick building of H. L. Yesler, not yet completed; the Starr-Boyd building of brick, iron and granite, four stories; and the Kline & Rosenberg building, four stories in height, and with a front of iron and glass.

On the southeast side of the square is the splendid Colman-Starr block of grayish white sandstone with alcove entrance by four curved steps and carved Corinthian columns, four stories. Behind this, towards Yesler avenue, are three-story buildings. In the acute angle between Yesler avenue and James street is the five-story gray-white block of John Collins, known as the Occidental block, of over two hundred rooms. Next north, between James and Cherry, fronting the square at a small angle on the east, is the Pioneer block of Henry L. Yesler, of six stories and tower. It is the largest building on the square and the architecture is rugged. The stone work is studiedly roughened and the blocks are trimmed in boulder surface, set in columnar tiers, one over the other. The main stone work ends at the first story except that the two central columns supporting the section of the tower in the middle are carried to the very top—two immensely rugged columns very suggestive of the pioneer character. The other buildings on the block are of a temporary character.

Cherry street also debouches into this square. On the west side of Front street at the obtuse angle by which it continues from Pioneer Place without any cross street or alley, the Kline & Rosenberg building is joined by the five-story building of the Gordon Hardware company, and next this is the very tall Safe Deposit building of seven stories. The first story of this building is of massive arched stone with columnar and carved work of remarkable effect. Next to this is the Washington block, of granite to the second floor, of six stories and a court interior of polished ash. Next is the J. R. Lewis building, four story, the Union block following, of four stories and iron front, bluish gray in color. Ending fitly this magnificent row is the building of Toklas & Singerman. It is of brick finished in tints of yellow and four stories in height. On the east side of Front street is the dark three-story Scheurman building, the very fine Sullivan occupying the central half of the block, and the dark red brick and iron Gottstein building.

North of Columbia street, on the west side of Front, the entire block to Marion is occupied by the immense Colman block, an iron and stone front, but as yet not carried above the second story. It will be finished to five stories with Gothic gables and tower. On the east side are three-story brick buildings, stone, iron and brick, finished in the prevailing tints of bluish gray, red brown and touches of chrome.

Passing Marion street, the block to Madison is occupied on the west by large structures, among them the Union Hardware building of four stories, the Brunswick hotel of thirty rooms above the ground floor; and, covering the rest of the block, the great Noyes building, occupied in the upper stories by the Grand hotel, with 135 rooms, the entrance of which, on Front street, is particularly fine, being an arch of cut stone, supported on each side by a pillar of polished red and black mottled granite with carved Corinthian capitals. On the east side is the huge Frye block, bluish gray, iron front and stone work; also a number of temporary buildings.

The block on the west side of Front street between Madison and Spring streets is vacant, and bears marks of fire. On the east side the buildings are less important than hitherto; a two-story brick stands on the southwest corner. It is succeeded by the Griffith building of three stories, brick, stone and cement front, with the magnificent five-story Holyoke building at the last—massive and imposing.

From Spring to Seneca streets there is but one fine structure—that occupied by Galt Brothers, of the Starr estate, sometimes known as the California block. The block on the west side from Seneca to University street is occupied on the north half by the Arlington hotel, a four-story brick with 130 rooms. On the east side the street is well built, having the four-story brick building of G. C. Phinney, the Esther building of brick and granite, the Knight building, and the Diller hotel, a four-story brick, of 108 rooms.

Between University and Union streets there is but one building on the west side of the street, the Post-Edwards block, four stories in front, and nearly three more on the alley in the rear. The block on the east side is occupied wholly by the residence and grounds of Hon. A. A. Denny.

From Union to Pike street on the west side there is no brick but that of the Young Men's Christian Association, of stone and brick, under construction. Good wooden buildings are the Weed house on the southeast corner, and the Palmer house on the northeast corner, of twenty-nine rooms. The east side is composed of motley wooden structures of all styles.

One would think himself past the good buildings, except for seeing just north of Pike street the massive stone and brick Ripley lodging house of five stories and eighty-two rooms. On the opposite side of the street is a very creditable row of wooden lodging houses, with lower stories used as shops and stores—the upper parts known as the Oregon, and the Oakland, the latter having thirty rooms.

North of Pine street to Stewart, are two neat three-story buildings, the upper part used for lodgings—the Grandvue of thirty-two and the Summit of thirty-six such rooms.

Across Stewart street is the Maitland three-story wooden building of substantial construction, having rooms above and stores below. On the east, perched on the high bank, are residences.

This is the summit of Front street, and the end of its business blocks. It now slopes north to Belltown, a district by itself which will be considered separately.

Second street, though having nothing so fine as Pioneer Place, nor such an extent of fine architecture, is in some particulars in the lead of Front—the George building, the Seattle National Bank building, the Butler block and the Harrisburg block being of surpassing impressiveness.

Beginning at the south end of South Second street, one finds on the west side a row of low one-story brick buildings, occupied by small dealers, and on the east side vacant ground.

Between Jackson and Main, on the west side of South Second, the block is occupied on the southeast corner by the Ingels building, of three stories, brick with cement finish in front and side. On the east side is an immense stone and brick building of Schwabacher Bros. & Co., under construction.

The block, from Main street to Washington on the west, has one prominent building and several temporary structures. On the east side it is excessively fine, having on the southwest corner the six-story George building, of brick, dark red in color, Kinnear's brick building, and on the northwest corner Cort's Standard theatre.

From Washington street to Yesler avenue on the west side of South Second street there are good brick buildings, the Kittinger block of four stories, the George building of three stories, and, on the northeast corner, the Korn block of three stories. On the east side is the three story brick Dereg hotel of eighty rooms, and the great Seattle National bank building, under construction, seven stories in height and of iron and brick.

At Yesler avenue a jog is made in the street, the Occidental building lying across it to the north and Second street proper beginning a hundred feet to the east, on the east front of this triangular building, and taking a direction some points west of north to run parallel with Front street. Between Yesler avenue and James street is the east front of this great building of six stories and gray finish, while the east side is unoccupied.

From James street to Cherry, the west side of Second has two immense buildings, the Butler block of five stories and 128 large rooms, and the Harrisburg building, wholly sandstone front of a dark bluish-gray, cut in rugged blocks, giving the structure the imposing strength of a cliff. On the east side there are two and three-story bricks; the Smith building of stone foundation; the Kilgen block; the Llewellyn-Dodge block, and wooden structures. The next block from Cherry street to Columbia is almost as grand as its neighbor on the same side, consisting of the Washington Territory Investment company's building of three stories, red brick and double-columned entrance; the Rengstorff building of sixty-six rooms; and the Hinckley block of five stories, red brick. On the east side are the magnificent Horton building, under construction, and the Boston block of four stories and sixty-four rooms above the ground floor.

North of Columbia to Marion are the massive Haller building, five stories and sixty-four rooms; the Douthitt building and the Epler building, of four stories each. On the east side are wooden structures.

From Marion to Madison street, the west side has but one big building, but that is a giant among gigantic forms—the Burke block, of red brick, of innumerable long windows. Occupying the swell of the hill and not being crowded by any other walls, it looms up over all its neighbors. On the east side is the quaint three-story Ranier building of many roofs and gables, iron bulwarks and cresting.

North of these noble buildings, Second street continues as a business street to its intersection with Pike, but the buildings are not superior, and many of the lots are vacant. Much new building is projected here, however, and many foundations are already laid.

Pike street, having been from the first a business street, is crowded for eight blocks from Front street with two and three-story structures, many of which, however, are temporary and of wood. The Snoqualmie hotel is one of the best. Pike street is a pleasant cross street and having its course for a number of blocks in the natural depression, has become the route for motor car lines, and will always be crowded with retail houses and minor business establishments.

On Second street there is a system of electric car lines diverging to right and left at Pike street, the former leading out to Lake Union and the latter passing from Pike to Front and by that to North Seattle. From Front street the cable line passes by Pike to Second and thence to the northern part of the city to reach Queen Anne town.

The massive stone and brick buildings extend upon Third street, but it is also partly residential. The business structures may be enumerated as follows:

Beginning at Jackson street on South Third, the block to Main street is occupied by two good structures of three stories each—the Elliott house and the Auzera house. On the east side are the Halton block, under construction, and the Kinnear buildings, stone and brick, the latter four stories and numbering thirty rooms above the ground floor. From Main street to Washington, there are, on the west side, the one-story brick of Ephraim & Aull, and the Willis hotel, a three-story brick. The east side is vacant.

From Washington street to Yesler avenue there are temporary buildings and the three-story brick of Schlessinger & Broderick. On the east side are the Phœnix hotel, three story brick, cement finish, and the St. James hotel, brick, of four stories.

At this point the jog is reached corresponding to Pioneer Place on Front street, but on Third it is in striking contrast. It is at present about half surrounded by singular one story brick structures, the triangular piece in the centre is still held as private property, and is occupied by a shanty. The streets touching here are South Third, Third, starting off at an angle some hundred feet to the east; Yesler avenue, passing east and west; South Fourth, branching out toward the South bay, and Jefferson, here beginning and making up hill in a parallel with James, its neighbor on the north. A small two-story wooden hotel, the Villard, occupies the foot of Jefferson on the north side, and the old wooden court house is seen diagonally across on the east side of the square. This is a place of advantages almost equal to those of Pioneer Place, and when cleared of the mean building in the center, and surrounded with substantial buildings, it will be one of the most attractive spots in Seattle.

Third street leads out of this square in a deep cut that is of awkward appearance, and the buildings through to James street are but little more than shanties, though occupied by busy shop-keepers. On the east side, beyond the row of shanties which were erected at the time of the fire, stands the commanding mansion of H. L. Yesler, occupying the entire block, except the fringe of shanties on the west; an expensive and ornate work of architecture, with broken roof, and tower and alcove rooms in the third story, a fine central tier of outlooking rooms for the second floor, and the first floor surrounded completely with deep and cool verandas, supported by ornamental posts and finished above with iron cresting.

From James street to Cherry street the block is largely occupied with residences, with a few ornamental trees. A number of such dwellings have been turned into stores where business is carried on in a small way. On the east side there is a wooden block of lodging houses, the Albion, the Melbourne and the Russell, the latter being painted white and four stories in height.

From Cherry street to Columbia the west side is variously occupied, having on the corner the great four-story Seattle block of brick and stone, while the other buildings are temporary. On the east side there is nothing but wood, and the Shorey block of three-stories is the only fair piece.

From Columbia street to Marion the west side of the street is occupied with three-story buildings of divers shapes and plans. On the east side, cornering on Third and Marion is the Methodist Episcopal church, of modified Gothic style, with corner tower and spire.

From Marion to Madison there is on the west a row of old-fashioned cottages, some transformed into business stands. On the east stands the magnificent Chamber of Commerce building, in mansion style, of two stories and tower, and rendered imposing by its situation upon land rising nearly twenty feet above the grade of the street. On the same side, after a cosy cottage in the midst of ornamental trees, is the First Presbyterian church, a building of considerable size, but without pretensions to architectural beauty.

The business of Third street hence to Pike street is but immature, some of the buildings being mere shanties. There are, however, a considerable number of wooden lodging houses of two and three stories and several very fine residences. The street is, in fact, in a transition state, not yet quite ready to give way to business. On the corner of Union street, however, is the fine brick, iron and stone Burke building, with corner bay windows and tower.

Third may be called the street of churches, for besides those already mentioned, may also be found the Plymouth Congregational, on University, now a temporary edifice, but soon to be replaced by a permanent structure to cost $60,000; and on Pine street the new, fine edifice of the Methodist Protestant church, having one of the handsomest auditoriums in the city.

The various divisions of the city, as popularly known, are Belltown, North Seattle, Queen Anne town, Lake Union, Fremont, Green Lake, Lake Washington, South Seattle, South Park and West Seattle. Smith's Cove lies still further out, to the north, and Ballard, on Salmon bay, beyond this. The main residence portion is on the swell and top of the plateau between the bay and the lakes. The general characteristics of the residences of Seattle are comfort, decency and elegance, rather than lavish expenditure or ambitious display. Many of the

Harry White

houses are simple, homelike cottages, while tasteful and luxurious mansions also abound. Flats of two and three stories of ambitious design, are seen on the streets nearer the business section, but in the main the residences are not crowded, but rather laid out on a generous scale of grounds, and contemplate ample room for lawns. As for lawn and street ornamentation the process has not advanced to a marked degree. One peculiarity resulting from the naturally broken surface, is the very deep cuts for the streets in certain places, resembling the heaviest railroad grading. On this account ornamentation has been expensive and late. Few shade trees have been planted, and the water system has been so inadequately extended as to make lawn work quite impossible. On the farther streets the city improvements and the native wilderness of hillside and forest are brought into violent contrast, rocks and stumps staring grimly at the delicate grasses and shrubs, to make room for which they were ousted of their original possessions. The finest and most improved portion as yet, is on the brow of the plateau, comprehended in general from Pike street on the north to James street on the south, and from Seventh and Eighth to about Fifteenth.

That part of the city known as Belltown is mainly upon the land first taken as the donation claim of W. N. Bell, and lies on the north side of the hill at the apex of which is set the splendid new Denny hotel. This portion of the city comprises perhaps ten streets along the water front and four or five to the east. The character of its surface is a gentle slope, forming something of a basin, as perfect topographically as any part of the city. The outlook from any portion is very agreeable, commanding views of the bay, and the Olympic mountains beyond. Front is its business street, and has some good buildings.

Between Blanchard and Bell streets there are only temporary buildings on each side, those on the east being used for business below and residence above.

Between Bell and Battery streets are the best buildings in the quarter. On the west side near the middle of the block crowded with temporary structures is the *Leader* building, a one-story brick. On the east-side are the Bell buildings of granite and brick, two and five stories respectively. The Bellevue hotel is on the corner. It is a three-story wooden building of good construction.

On the north of Battery street the three-story Hull building occupies the corner on the west, and the North Seattle bank on the east; both are good three-story structures.

North Seattle is on the tract originally taken as the donation claim of D. T. Denny. It extends from the bay on the west nearly to Lake Union on the east, and is on level, sightly land, rising very easily from the small bluff at the water to the uplands on the north and east. It is mainly residential in character at present, with only such groceries or markets as supply the local demand. The residences are of the medium character for the most part, interspersed with flats and lodging houses; rarely in any case a building reaching the level of squalor, and not in many cases rising to magnificence. An exception to this is the mansion of D. T. Denny—without a superior in the city. But for the most part, solid comfort, home-like cosiness and good taste prevail here. The streets run irregularly and hence involve many acute angles, but the section is well supplied with cable and electric motor lines.

Queen Anne town, on the heights north of North Seattle, is, as may be inferred from the name, a region of elegant and attractive houses. Other portions of the city have fully as fine single residences but no such uniformity of excellence. Having an altitude sufficient to command all the prospect of the bay and much of Admiralty inlet and portions of the Olympic mountains, and the most expansive prospect of Mt. Rainier, this district possesses remarkable natural advantages. Added to this is the exquisite outline of the highland, needing only art to bring it out in its fullness. On the west it is bold and grand, overlooking and almost overhanging the water, so that the spectator looks down on tree tops and on the water. On the east it looks upon the surface of Lake Union with glimpses of Lake Washington and the Cascade mountains in the distance.

The waters of Smith's Cove, being the northern extension of Elliott bay eat their way through the highland, leaving on the west the southern projection of West point, a picturesque highland not at present at all built upon. The land at the head of the cove is low, and by a sort of sag passes over to Salmon bay. The whole depression of several miles is laid off in town lots and is a recognized part of the city. It is not, however, so attractive as the parts more open, and commands no extensive distant view. Nevertheless, to those who know how to represent its attractions, it appears as a quiet valley with cove and bay of bluest waters laving sandy shores—a region defended by the hills from the winds that sweep the heights. It is, moreover, the path of the two or more railroads to be built from Seattle to the north and is already that of the Seattle, Lake Shore & Eastern. Here at Smith's Cove there are many nice cottages and the shops of the railroad, and near these the power house of the West street electric motor line. Streets and grounds are here laid off on the most ample scale, and the hill slopes have been to a large extent cleared of their stumps and deadwood. At the head of Salmon bay is Ballard, a pretty suburban town with sawmills and iron works under way. It is a place that has sprung into existence within the past year and, at its present rate of growth, would reach greatness in a short time.

All around Lake Union there are streets of more or less densely built cottages, most of them comfortable and some of them ambitious. There are innumerable swells and hill points that offer situations of rare beauty for residences, and many of the most attractive have already been brought into requisition. The great business attraction of the place are the sawmills, doing an immense business and having yards covering many acres, spread with the fragrant fir and cedar lumber. Fremont is a growing town on the north arm of the lake, and Green Lake is a bower of beauty beyond.

Lake Washington is reached by the Yesler avenue and the Madison street cable lines. The highland from the built portion of the city and lake is partly reduced and to a large extent in the wild. Along the routes of the cable lines, however, there are large improvements. But once the shores of the lake are reached, there appear signs of wonderful development and vast natural beauty. There is a softness and delicacy of beach, grove and upland not seen on the west side along salt water. On the farther shore across the lake, there are a number of beautiful lakeside villages, as Houghton and Kirkland, at the latter of which the plant of the Great Western Iron and Steel company is being erected. Along the shore which is shelving and pebbly, farms and orchards appear and, as a forecast of what will be done to compel these shores to yield the beauty and delight that lies in them far beyond what they exhibit of their own will—as a foregleam of the future of Lake Washington—is Yarrow, the residence of L. S. J. Hunt.

East Seattle is already a delightful suburb, the beginning of a lake shore city. South Seattle occupies a most romantic position along the southern heights, with many beautiful homes, and from the bay shines out as one of the most luminous of the entire segments of the city's crown. South Park is nearer the Duwamish river, and beyond this is the race track. Along the southeastern side of the bay there is a great extent of country—nearly a thousand acres, owned by the railroad companies, and here will in the future be laid out railroad yards and terminal works; perhaps lumber yards and cattle yards and elevators on the line of deep water. The upper Duwamish bay is a weird sunken region, with mud flats and crooked channels and tide lands half the time submerged and half the time bare and slimy. It will hardly be an attractive place to live upon, but is well adapted to filling in and use for railroad yards and round houses.

West Seattle is one of the most attractive of these suburban places, being on the back of the plateau which terminates on the bay at Duwamish head, and makes off to the inlet at Alki point. It is elevated some two hundred feet above the water, to which it breaks off almost precipitately on all sides. Trees, however, cling to the sheer walls, preventing an appearance of barrenness, and the plateau once reached is as level as a field. This is essentially a water swimming peninsula, having a shore of the most delicate curve, from the head to Alki, and from every point looking down upon the water, crossed and recrossed at all times by laboring steamers, or ships sailing. It has that which is lacking to all else, the view of the Sound up and down, a certain infinite stretch and relief that is usually met only at the ocean side. Its view of the Olympics and of the Cascade mountains is beyond anything found elsewhere, and, as the point of chief attraction, it looks full upon Seattle itself—surpassing Seattle in offering a view of Seattle which Seattle cannot offer.

CHAPTER XXII.

MEN OF SEATTLE.

As a fitting and even necessary part of the present History of Seattle, biographical sketches of a number of the men prominent in the founding and building of the city and in the conduct of business and affairs at Seattle, are given in the succeeding pages:

DENNY, ARTHUR ARMSTRONG. No name is more intimately blended with the history of Puget Sound than that of Arthur Armstrong Denny, the pioneer and founder of Seattle. He is one of the few living representatives of that small band of state builders, around whom clusters much that is romantic and whose lives and deeds have already begun to assume heroic aspects and in time will be treasured as a heritage and an inspiration. The measure of the influence upon New England civilization, of the traditions of the Pilgrims, has already been seen. In the story of the settlement of their own country, the children of the Pacific Northwest also will have an example both noble and inspiring.

Among those who laid the foundations of the commonwealth of Washington, none excelled in service, in work and worth, the one whose name heads this memoir. Coming to Puget Sound in the vigor of early manhood, he has for forty years exerted an influence which has been broad and deep, and in every way beneficial. Preceding pages of this volume treat so largely of the part he has borne in the progress of affairs from the founding of the city to the present, that much necessary to a separate and distinct biography of his life may be omitted here. That future investigators, however, may have more full details in connection with one of the most interesting characters in the pioneer annals of this portion of the Union, we present the following additional facts relative to his life, not with purpose of lauding a man who cares little for praise, and is in little need of it, but with the simple aim of doing justice to one whose connection with the city to which this volume is devoted, has been so important and so intimate.

The progenitors in America of the family to which our subject belongs were David and Margaret Denny, his great grand parents, who came from Ireland and settled in Berks county, Pennsylvania, before the revolution. Here their son Robert Denny, grandfather of our subject, was born in the year 1753.

Robert Denny early in life removed to Frederick county, Virginia, where in 1778, he married Rachel Thomas, and about 1790 removed to and settled in Mercer county, Kentucky. Here, John Denny, the father of our subject, was born, on May 4, 1793, and on August 25, 1814, was married to Sarah Wilson, who was born in the old town of Bladensburg, near Washington City, February 3, 1797. Her mother's name was Scott, and both of her parents came to America at an early day.

The grandfathers on both the maternal and paternal side of our subject rendered service in the revolutionary war, and the former belonged to Washington's command at the time of General Braddock's defeat in the old French war.

John Denny was a soldier in the war of 1812, and belonged to Colonel Richard M. Johnson's regiment of Kentucky volunteers. He was also an ensign in Captain McAfee's company and was with General Harrison at the battle of the Thames when Proctor was defeated and the noted Tecumseh was killed. He was a member of the Illinois legislature in 1840 and 1841, with Lincoln, Yates, Baker and others, who afterwards became famous in national affairs. He was originally a Whig in politics, but after the formation of the Republican party, he became a zealous member of that organization, being its first candidate for governor in the state of Oregon, in 1858. Old settlers of Oregon and Washington will remember him as an eloquent speaker, a thoroughly informed man and a great humorist. He died July 28, 1875, in his eighty-third year. His wife died on March 25, 1841, in her forty-fifth year. "For her," says her son, "I had the greatest reverence; and as I now look back and contemplate her character, it seems to me that she was as near perfect as it is possible for anyone to be in this world."

About the year 1816, John Denny removed with his wife from Kentucky to Washington county, Indiana, and settled near Salem, where their son Arthur was born on June 20, 1822. One year later the family removed to Putnam county, six miles east of Greencastle, where they remained about twelve years and then located in Knox county, Illinois.

Speaking of his boyhood days, Mr. Denny has said: "My education began in the log school house, so familiar to the early settlers in the old west. The teachers were paid by subscription, so much per pupil, and the schools rarely lasted more than half a year and often not more than three months. Among the earliest of my recollections is one of my father hewing out a farm in the beech woods of Indiana; and I well remember that the first school I attended was two and a half miles distant from my home. When I became older it was often necessary for me to attend to home duties one half of the day and then go to school, a mile distant; but by close application I was able to keep up with my class. My opportunities, to some extent improved as time advanced, but I never got beyond the boarding school and seminary. I spent my vacations with an older brother at carpenter and joiner work, to obtain the means to pay my expenses during term time." Young Denny, however, made the most of his early educational advantages and not only acquired an excellent common school education, but gained a thorough knowledge of surveying, which he practiced as his profession during his early manhood.

Mr. Denny was married on November 23d, 1843, to Mary Ann Boren, who has ever since shared her husband's fortunes, and "to whom," says Mr. Denny, "I am very largely indebted for any success which I may have achieved in life. She has been kind and indulgent to all my faults, and in cases of doubt and difficulty in the long voyage we have made together, she has always been, without the least disposition to dictate, a safe and prudent adviser."

For eight years after his marriage Mr. Denny was county surveyor of Knox county, Illinois, a position he resigned to come to the Pacific coast On April 10th, 1851, he started with his family across the plains, reaching the Dalles August 11th; arrived in Portland August 22d; November 5th sailed for Puget Sound on the schooner

Exact, and on November 13th, 1851, landed on Elliott Bay. The experience of the first few days of the little party which accompanied Mr. Denny, after landing on the site, afterwards named Alki point, has been so minutely told in preceding pages as to be omitted here. Still, Mr. Denny's description of the feelings which possessed him on the memorable day he landed in the wilderness is so vivid and gives such a pen picture of the dismal outlook at the time that no apology is necessary for inserting it in this connection. "We were landed," says Mr. Denny, "in the ship's boat when the tide was well out, and while the men of the party were all actively engaged in removing our goods to a point above high tide, the women and children had crawled into the brush, made a fire and spread a cloth to shelter them from the rain. When the goods were secured I went to look after the women, and found on my approach that their faces were concealed. On a closer inspection I found that they were in tears, having already discovered the gravity of the situation. But I did not for some time discover that I had gone a step too far; in fact it was not until I became aware that my wife and helpless children were exposed to the murderous attacks of hostile savages that it dawned upon me that I had made a desperate venture. My motto in life was never to go backward, and, in fact, if I had wished to retrace my steps, it was about as nearly impossible to do so as if I had taken up the bridge behind me. I had brought my family from a good home, surrounded by comforts and luxuries, and landed them in a wilderness; and I do not now think it was at all strange that a woman who had without complaint endured all the dangers and hardships of a trip across the great plains should be found shedding tears when contemplating the hard prospects then so plainly in view. Now, in looking back to the experiences of those times, it seems to me that it is not boasting to say that it required quite an amount of energy and some little courage to contend with and overcome the difficulties and dangers we had to meet."

The days which followed the landing of this little band of resolute men, brave and patient wives and mothers, were busy ones, and in the work of building homes and providing means of sustenance, they had little time to think of the future. The trials, privations and vicissitudes of the period spent at Alki Point, have already been recorded. The later task of forming a new settlement on Elliott bay led by Mr. Denny, with its many interesting incidents, has also been described. It remains to speak more specially of the salient points of interest in Mr. Denny's life not before mentioned, or but slightly touched upon.

About the time of the arrival of the Denny colony, there were a number of other points upon the Sound which were occupied and settled. The year 1852 was marked by the arrival of a largely increased population in the territory north of the Columbia river. From the summer of 1851 the question of the division of the territory of Oregon had been agitated. During the fall of that year meetings had been held and the matter discussed. This led to the calling of a convention of delegates to be selected by the towns, communities or counties in Oregon territory on the north side of the Columbia to be held in Monticello, in Cowlitz county, on the 25th of November, 1852. Of this convention Arthur A. Denny was a prominent and influential delegate, and from it emanated a memorial to the Congress of the United States, praying that so much of Oregon territory as lay north of the Columbia river, be set off as a separate territory, to be called Columbia Territory. The Oregon legislature subsequently adopted a similar memorial, and the division was finally secured by an act of

Congress which became a law by the approval of President Millard Fillmore, March 2, 1853, the new territory, however, receiving the appropriate name of Washington.

Mr. Denny served as commissioner of Thurston county, Oregon, when that county covered all of the territory north of Lewis county, and later when Pierce, King, Island and Jefferson counties were formed by the Oregon legislature, he was appointed commissioner of King county. In 1853 he was appointed the first postmaster of Seattle and received the first United States mail, which arrived August 27, 1853. On the organization of Washington Territory he was elected a member of the first House of Representatives, and continued a member of the house or of the council for nine consecutive sessions, being speaker of the house during the third session. As a legislator he distinguished himself as a working member, although he frequently made speeches which were listened to with marked attention. There were many measures, memorials and acts introduced by him, and he did much toward moulding the early policy of the territory. He was serving in the legislative assembly when the attack was made upon Seattle during the Indian war of 1855-56, and immediately upon his return to the town enrolled himself in a volunteer company, and for six months was in active service as first lieutenant in Company A, Second Regiment, of which company Chief Justice Lander was captain.

In 1861 Mr. Denny was appointed by President Lincoln—an early associate and warm friend of his father—as registrar of the United States land office at Olympia, the duties of which office he discharged with eminent ability and to the hearty satisfaction of the people of the territory. In 1865, about the time his commission would have expired, he was elected by the Republicans of the territory delegate to the Thirty-ninth Congress. In Mr. Denny the young territory had at Washington a representative thoroughly acquainted with the needs of the people he represented and able to present their interests strongly and ably. In this position, as in every public station to which he was called by the people, he discharged every duty faithfully and with conceded ability.

Mr. Denny's business career in Seattle began with the very earliest period in the city's history. Piles and timber were the only dependence for support in the beginning, and these were shipped in the vessels which came to the Sound. These vessels all carried a stock of general merchandise and from them the settlers obtained their supplies. The captains sold from the vessels while taking in cargo, and on leaving would turn over the remainder of their merchandise to be sold by Mr. Denny on commission. The following incident which occurred very early in Mr. Denny's business experience at Seattle will serve to illustrate his devotion to a high plane of action which has ever characterized every business transaction of his life. Always a strong advocate of temperance, the sale of intoxicating liquors he has ever looked upon with repugnance and never would he consent to have anything to do with the traffic. At one time the captain of a vessel with whom he usually dealt, and who knew Mr. Denny's attitude in regard to the sale of spirits, sent a cargo of goods to Seattle in charge of a young man. In the cargo was a liberal supply of whisky, which the young man had been instructed to take to Mr. Denny, and, if he would not dispose of it, to turn it over to another man at Alki point, who was in the trade. Mr. Denny refused to accept the liquor and told the agent to take it to Alki. But the trader at Alki had a full stock of his own and also refused to take the stuff. The agent then threatened to throw the whisky overboard if Mr. Denny did not take it off his hands.

Mr. Denny finally consented to store the goods until the owner came, and it was accordingly brought ashore and placed in safe corners about his cabin. Speaking of the incident Mr. Denny naively says: "It was a hard kind of goods to hold on to in those days, but there was never a drop of it escaped until the owner came and removed it to Steilacoom." A large profit could have been realized from its sale at this time and Mr. Denny was a very small capitalist in those days, but then, as throughout his entire career, he never engaged in any business which a high sense of duty to his fellow men or his conscience did not approve. This high standard of integrity has characterized every business action throughout his career, and not a dollar of the large fortune he now possesses was ever made by any method which involved even the slightest variance from the most honorable course.

Mr. Denny continued in the commission business until the fall of 1854, when he entered into co-partnership with Dexter Horton and David Phillips in a general merchandise business under the firm name of A. A. Denny & Co. Their combined capital was very limited, but they did for the time, in a small one-story frame building on the corner of Commercial and Washington streets, afterward occupied by the bank of Dexter Horton & Co., the leading business of the town. The firm was dissolved during the Indian war, and Mr. Denny was engaged in the public service for several years thereafter as previously stated. Upon his return to the territory after the expiration of his term as delegate to Congress, he turned his attention to his private affairs.

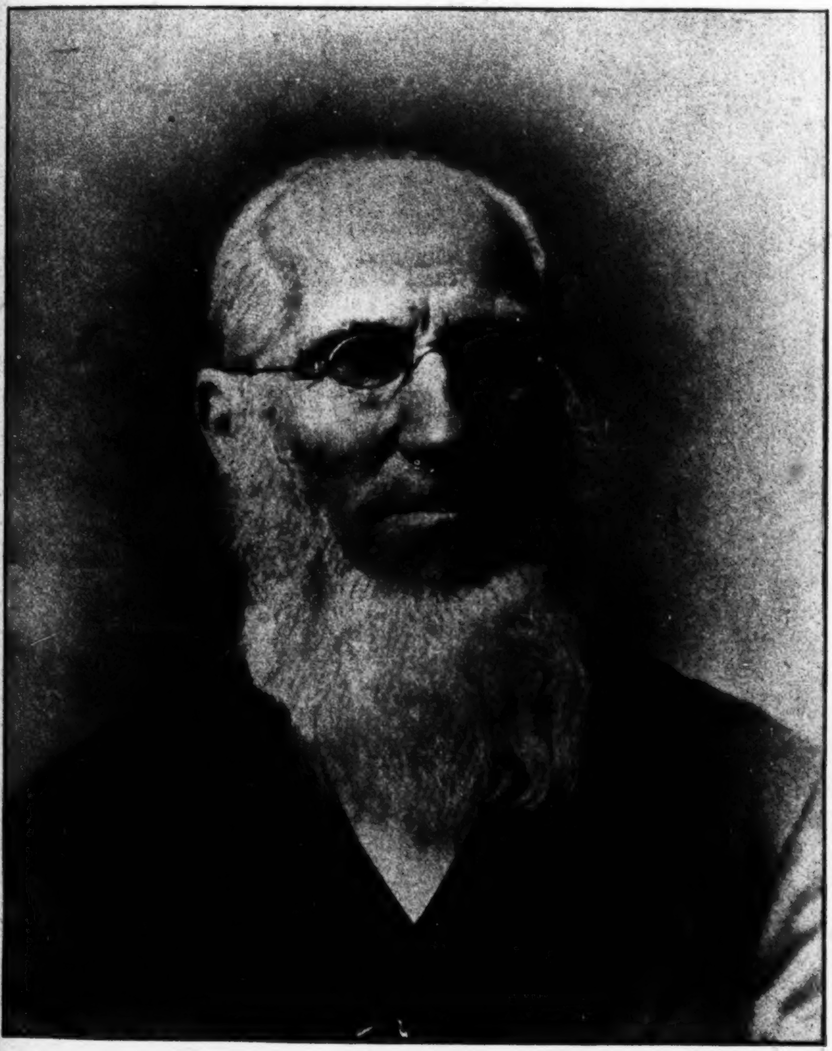
In 1870 his old friends and business partners, David Phillips and Dexter Horton, founded the bank of Phillips, Horton & Co. At the death of Mr. Phillips, which occurred in March, 1872, Mr. Horton, although alone in business, adopted the firm name of Dexter Horton & Co. Mr. Denny entered the bank at this time as executor of the Phillips estate and after closing the affairs of his deceased friend, took a half interest in the bank under the existing firm name, which Mr. Horton offered to change at the time, but Mr. Denny not desiring to make a change, it was not done. With this bank, which has long been the leading institution of its kind in Washington, Mr. Denny has ever since been connected. It is now an incorporated bank, of which he is vice-president.

In 1888 Mr. Denny published a small volume entitled "Pioneer Days on Puget Sound," in which he gives briefly a summary of the incidents illustrating his removal to the Pacific coast, and his recollections of the early settlements on the Sound, from which liberal quotations have been made in this volume. It is valuable for the exact information it contains, but with characteristic modesty, however, he spoke of others, not of himself, and in this respect it fails to be what it could have been—the autobiography of one of the most notable of the Washington territory pioneers.

No one who has read the story of the growth and progress of Seattle as told in preceding pages of this volume, can fail to feel a deep veneration for this now gray-haired and venerable pioneer, who here first hewed out a home in the forest. From that day to the present he has been identified with its fortunes and interests, and his activity and public spirit have been felt in every movement which has contributed to its general prosperity. While great wealth has come to him through the natural growth of the city, this has been largely enhanced by his business methods, his close application and his conservative tendencies. But if he has been fortunate in this regard he has been equally liberal in his charities. He donated a large portion of the necessary land on which to build the Washington university, and his public spirit has made possible the erection of a magnificent hotel, now nearly completed, which bears his name. These are but two instances in a long list of public benefactions which have shown his deep interest and love for the city of which he is so often affectionately termed the "father."

Mr. Denny is not now actively engaged in business and is enjoying a well-earned repose after a most active and eventful career. In reviewing the incidents of his life he has recently said: "My work is practically over. If it has been done in a way to entitle me to any credit, I do not feel that it becomes me to claim it. Should the reverse be true, then I trust that the mantle of charity may protect me from the too harsh judgment and criticism of those now on the active list; and that I may be permitted to pass into a peaceful obscurity, with the hope that their efforts may be more successful than mine." Thus modestly does the founder of an already great and prosperous city, and one whose fame and good works are the property, not only of the city but of the state of Washington, refer to his personal career which in every way has been laudable and worthy of emulation. His life, public and private, has been pure and above the first breath of reproach, while his name has ever been the synonym of business integrity. His wife, with whom he has taken every step in harmony for nearly half a century, is still his companion. Four sons and two daughters have been born to them, all of whom reside in the city which is so closely associated with the manly virtues of strength, enterprise and courage of their father and the womanly graces of devotion and fortitude of their mother.

VAN ASSELT, HENRY, the only living representative of the first settlers in King county, was born in Holland, April 11, 1807. In 1847 he emigrated to the United States, being the first person living in the locality of his old country home to come to this country. Prior to leaving home he promised to travel from one end of the United States to the other and write to his people and friends the results of his observations. From Castle Garden he went to New Jersey and in that state remained nine months, and then came west to St. Louis. After a stop there of five months he went to Iowa and worked there in a sawmill for ten months, and then journeyed on to Illinois, living in that state until 1850, when he returned to Iowa and made one of a party of eight who, with two ox teams as a motive power, started across the plains to Oregon. The party consisted of James Swafford, Dr. T. T. Wright, John and James Thornton, Humphrey Long, Jacob Wagner and Charles Henricks. They met with many experiences and hardships incident to such a trip, but arrived in safety at Clackamas river, near Oregon City, September 21, 1850. They crossed the Willamette and went up to the Tualatin, where they worked at making shingles until spring. The gold excitement was then at its height and they went to the gold fields of northern California. In five and a half weeks they divided up their accumulation of gold dust, and it was found that each was the possessor of one thousand dollars' worth of the precious metal. Five of the party, among whom was Mr. Van Asselt, then returned to the Willamette valley in June, 1851. On the way they fell in with L. M. Collins, who had a land claim on the Nisqually river near Puget Sound. With Collins at this time were Hill Harmon and Jacob and Samuel Maple. Collins so enthusiastically described the advantages of the Sound region as to persuade Van



Henry Van. Asselt

Asselt, Thornton and Henricks to go with him to the Sound. On the way Van Asselt accidentally shot himself and was obliged to remain at St. Helens for a month, while the others proceeded on the journey, but rejoined them at Nisqually. From this point Van Asselt made excursions on foot and on horseback in every direction, thoroughly exploring the section embraced in Thurston and Pierce counties. But he could find no place that suited him for establishing a home. He had about made up his mind to return to the Willamette valley, when Collins proposed to take him to a place some forty miles down the Sound, where, he said, there was some fine farming land, such as he thought would please him. Van Asselt and Samuel and Jacob Maple thereupon agreed to go with him, and on September 12, 1851, they started on the journey, and two days later they entered the mouth of the Duwamish river, proceeding up that stream as far as the junction of the White and Black rivers. Here they all selected claims, the one taken up by Van Asselt still remaining in his possession. At this time the site now occupied by Seattle was inhabited solely by Indians, and there was not a white settler within the boundaries of what is now King county.

After considerable difficulty the parties named transported their stock and household goods to their new homes. The locations already made were followed soon after by those of the Dennys, Terrys and others at Alki point and within nine weeks after the first claim stakes were in the ground there were nine houses between Alki point and the claim of Mr. Van Asselt.

The hardships and privations endured by those pioneers were many, while they were constantly exposed to the treachery of the numerous tribes of Indians who surrounded them on all sides. Altercations with the latter frequently happened because of their thieving propensities, but no serious trouble ensued until October 28, 1855, when the famous White river massacre occurred. An account of this murderous attack has been given in preceding pages. The people in terror left their farms and fled to Seattle. In twelve hours after the massacre the only white persons in King county outside of Seattle were Mr. Van Asselt, Sam Maple and Dr. Grow and his brother. They remained on their places till the morning of the 29th, but slept in the woods for safety and left at daylight for Seattle. Shortly afterwards the Indians burned their houses, barns and fences, stole their horses and drove off their stock. Not a building of any description was left standing from the head of the White river to the mouth of the Duwamish.

The Indian war upon the Sound which followed this memorable massacre has been exhaustively treated in this volume, to which the reader's attention is directed. Throughout this period Mr. Van Asselt rendered valuable services in the protection of the settlers. It was not until the beginning of 1857 that peace was sufficiently restored to make it safe for the Duwamish and White river settlers to return to their claims Van Asselt was among the first to return, and he found plenty to do. His house and barns had to be rebuilt, his fences renewed, and in fact it was almost like beginning anew. When he had erected temporary quarters for his family he left for the Willamette valley, and there worked for several months, and with the funds thus derived he restored his ranch. He remained upon his claim, engaged in farming until 1882, when he removed to a farm in the Hood river valley between the Dalles and Portland. Here he resided with his family until in the fore part of the year 1888 when he took up his residence in Seattle.

Mr. Van Asselt was married in 1862 to Miss Jane Maple, daughter of Jacob Maple and sister of Samuel Maple. They have had four children, of whom three are living, a son and two daughters. Through his energy in the past Mr. Van Asselt has acquired means sufficient to enable him to retire from active work and to surround himself with every comfort. In addition to the distinction of being a pioneer and state builder, he is a man of strict integrity and unsullied reputation.

BELL, WILLIAM N., one of the founders of Seattle, was born in St. Clair county, Illinois, on March 6, 1817. His early life was spent on a farm, where he became acquainted with toil and acquired the rugged physical training so essential to pioneer life. In the spring of 1851, then a young man of thirty-four, he left what civilization Illinois afforded at that early date and started to cross the great inland desert with his emigrant wagon and ox team. After braving the hardships of travel and dangers from the ever watchful Indian foe, he arrived with his family in the fall of the year on the Columbia river. Here he fell in with other emigrants, whose names have become part and parcel of the history of Seattle, and with them came for the first time to the shores of Elliott bay. The ox teams were left to winter in the Columbia river valley, and the little band of emigrants came and pitched their tents on what is known as Alki point. How the time was passed there and what these pioneers did for the first few months after their arrival, has been told in preceding pages. In the following spring Mr. Bell with the Dennys, and C. D. Boren took up claims on this side of the bay. Belltown marks the site of the claim selected by Mr. Bell. With his hardy associates he began to lay the foundation of what we have to-day, the foremost city in the state of Washington. The life of these early state builders was not an easy one. Mr. Bell, a farmer by occupation, found it impossible in the heavily timbered region of the Sound country to pursue his calling with any immediate return for his labor. He was therefore forced to do as the others did, and turned his attention to anything that would afford a livelihood. For a time he was engaged with the other early settlers in getting out and shipping to San Francisco lumber and piles. During the Indian war of 1855 and 1856, he remained in Seattle until after the attack upon the town, when his house was burned by the Indians. He then removed with his family to California and remained for some time. Here his wife died. She was a most estimable woman who had patiently borne the trials and privations of the first few years of pioneer life on Elliott bay, and whose memory is fondly cherished by all of her companions of that early day who still survive.

Soon after the death of his wife Mr. Bell returned to Seattle and continued to reside upon and improve the spot he had selected as a home. Years afterward, in 1872, when the wild life around the shores of the inland sea began to grow tame under the influence of increasing civilization Mr. Bell went on a visit to the land of his birth, and came back after a few months, having married Mrs. Lucy T. Gamble, a sister of his first wife, who still survives her husband.

When Seattle began to grow and expand under the stimulous of immigration, Mr. Bell found his donation land claim becoming year by year more valuable, and during the latter years of his life he was engaged in platting and disposing of his property in town lots. His most noteworthy accomplishment was the erection in

1883 of what is known as Bell's hotel, a large building at that time very much in advance of the time.

Mr. Bell died September 6, 1887. He was a man of very retiring disposition, honest and honorable in every relation in life and highly respected by all who knew him. His name will always be closely associated with the founding of Seattle, in which he bore an important part long before this portion of Puget Sound had become embellished with every blessing of civilization. He was a man of the most exemplary life, of a naturally confiding and kindly disposition and a loving and tender husband and father.

Five children were the issue of Mr. Bell's first marriage, four daughters and one son, of whom but two daughters survive, Olive J., the widow of Joseph A. Stewart, now living in San Francisco, and Mary V., wife of George H. Hall of Seattle. His only son, Austin A. Bell, died about three years ago.

YESLER, HENRY L., is one of the strongest links between the infant days and stalwart manhood of our city. Preceding pages of this volume treat so largely of the part borne by him in the progress of important events in Seattle's early history, that much necessary to a complete sketch of his career will be omitted here. For a more complete biography of this prominent pioneer, it is necessary to refer the reader to the history of the city as told throughout this work.

Mr. Yesler was born in Washington county, Maryland, in 1810. His early years were ones of toil. His school days were spent in a log cabin where he obtained a rudimentary English education, but the advantages he there enjoyed were supplemented later on by severe study during the time which he had to spare while acquiring the trade of carpenter and millwright. In 1830 he removed to Massillon, Ohio, where for nineteen years he was engaged in the sawmill business. In 1851 he came to Oregon and for a short time worked at his trade in Portland. Desiring some employment more in the nature of a business of his own he went to California, and for a brief period operated a mine at Marysville. Still feeling himself capable of greater things and having a penchant for the sea coast, he sought a place where he might utilize his experience in the sawmill business. With this end in view he sought for a site on tide water, with a world of timber to draw upon and with the world for his market. At this point in his career he became acquainted with a sea captain who had been trading on Puget Sound, and from him he acquired a definite knowledge of the wonderful harbors on the Sound and the wealth of timber that lay adjacent to its waters. Yesler saw, or thought he saw, a great future in the lumber trade of Puget Sound, so he took ship and started for the Sound, arriving upon the site of the present city of Seattle in the fall of 1852. At this time there were only a few cabins located in the woods close to the shore and the few settlers, although they had selected their claims, had not filed them in the land office, which at this time was at Oregon City. Upon Yesler informing them of his determination to start a sawmill, they readjusted their claims so as to allow him to take up a claim adjoining the shore, upon which at the present time is located the main business and residence portion of Seattle. In the beginning of 1853 his modest steam sawmill was put in operation. It was the first built on Puget Sound and its location at Seattle at once gave that place an important position among the tiny settlements which had been made here and there upon the edge of the unexplored forests which stretched away in every direction from the waters of the Sound. In the early days of this mill the only available laborers were Indians, whom Mr. Yesler employed in large numbers, treating them so honestly and kindly that in the difficulties of 1855 and 1856, he was able to be of the greatest service to the territory. Near the end of the war, at the request of Governor Stevens, he made a hazardous trip to the hostiles to propose terms for agreement. After carrying the replies of the chiefs to the governor, he went a second time to the hostile camp accompanied by only two friendly Indians, and brought back with him one hundred of the Indians lately upon the warpath, delivering them at the executive mansion. Upon another occasion he saved the settlement from massacre by timely warning sent to the naval authorities.

When the territory was organized Mr. Yesler was made auditor and held the office several terms. He has been commissioner of King county several times and twice mayor of Seattle During his last term as mayor in 1886 occurred the Chinese riot, and, although not a friend of foreign labor, he did all in his power to suppress mob violence. Mr. Yesler was originally a Democrat in political faith, but since the great civil war has been allied with the Republicans. He is not, however, an intense partisan and never had any desire for political distinction. The positions he has been called upon to fill have been in the line of duties such as a citizen deeply interested in the public welfare could not refuse to accept.

It would be difficult for those only acquainted with the great and flourishing city of Seattle of today to realize the important part the sawmill of Henry Yesler played in the primitive days. For years it was almost the sole industry of the place, and through it may be traced the primary cause which determined the supremacy of Seattle. It was the pioneer enterprise of what has grown to be a giant industry which now exists as a notable part of the world's commerce.

While of late years Mr. Yesler has been largely interested in building and real estate operations he continued to conduct his sawmill at Seattle until shortly before the great fire and has since been engaged in the business on Lake Wasnington, at a place named Yesler. With the great tide of immigration to the Sound which these latter years have witnessed, Mr. Yesler's townsite property has increased to a value beyond his fondest dreams. Much of it he has sold, but he still retains a large part of his original claim, most of which is in the very heart of the city. He was one of the heaviest losers by the great fire of June 6th, 1889, but with that matchless energy which characterized the citizens of Seattle after that catastrophy, as soon as the smouldering embers of his destroyed property would permit he began the erection of some of the finest buildings on the Pacific coast. He has recently completed the Pioneer building on Pioneer Place, which would be considered a magnificent structure even in the largest cities of our country. Upon opposite corners of the same square he has also under construction two other buildings which in architectural effect and richness of finish will equal the Pioneer building.

Despite the long and active life he has led Mr. Yesler is still an aggressive force in the community. His frame is but little bent by his eighty years of life in which have been crowded so much of severe physical and mental toil. He belongs to that class of men who are naturally men of action, whose nerves are not far from their brains, and with whom there is no appreciable period between impression and performance. This class of men was largely developed by the condition of pioneer days; brought face to face with dangers and difficulties by sea and land, having before them the solution of the Indian troubles and of the problem of existence when the means of subsistence were the most scanty, their faculties for prompt and courageous action seem to have been sharpened and to have been crystallized by a thousand hard experiences into a second nature. He, of all men, was the first to put into practical and remunerative effect, if, indeed, he did not first conceive, the plan of opening the great forests of the Sound to the markets of the world. Consumers of Puget Sound lumber are found in all civilized countries, and timber grown on our shores floats on every sea in the world.

The geniality and hospitality of this noted Pacific coast poineer expand with the widening of his field of life. "It is his chief delight," says one writer, "to receive his friends and old acquaintances in his opulent home and recall with them the scenes of past times, and like enough to prognosticate the events of the new times that are coming."

Before he left his old home in Ohio Mr. Yesler was married to Sarah Burgert, a lady who shared in all the trials and troubles of her husband, and is most kindly remembered in Seattle. Two children were born of this union, both of whom died at an early age, and in August, 1887, the mother followed them to the tomb. At an age usually associated with bodily infirmities which preclude activity or usefulness Mr. Yesler is still bouyant in spirit, and physically and mentally displays an energy and interest in the affairs of this work-a-day world usually found only in men at the prime of their usefulness. He will leave upon his times the impress of a strong personality, and will ever be noted as one of the founders of the Pacific Northwest.

Mr. Yesler was again married in 1890 to Minnie Gagle, a native of his old home in Ohio.

MERCER, THOMAS, is one of the few men now living who have been identified with the very earliest history of Seattle. He was born in Harrison county, Ohio, March 11, 1813, and was the eldest son of Aaron and Jane (Dickerson) Mercer. His father was a native of Virginia and his mother a descendant of an old Pennsylvania family. Thomas resided at home until he was twenty-one years of age, and after his school days entered his father's woolen mill and learned the trade thoroughly. In 1834 he moved with his parents to Bureau county, Illinois, and located on a farm near Princeton.

In April, 1852, with his wife and four children he left his Illinois home and with horse teams crossed the plains to Oregon. His wife was taken sick at the Dalles and upon arriving at the Cascades died, an affliction at the time which, added to the surroundings, was most particularly a severe loss. His first winter in Oregon was spent at Salem, and in the spring of 1853 with one of his companions of the plains, Mr. Dexter Horton, now a well known banker of Seattle, he came to the present site of this city. He took up a claim of one hundred and sixty acres adjoining that of D. T. Denny, all of which is now within the present city limits of Seattle and covered with private residences and business houses. He brought to the primitive town the same team of horses with which he had crossed the plains and the first wagon which had been brought to the city. At that time there was not a rod of road on which to run it, and the early settlers united in improving the trail so that his wagon could pass as far northward as his claim. In 1854 he built upon the claim a residence which is still standing and is in striking contrast to the many fine private dwellings which now surround it. A few years ago he laid out his entire farm in city lots, from the sale of large portions of which he has realized a fortune; but he still retains some of his original claim, all of which, however, has increased to a value beyond his fondest dreams. It fell to the lot of Mr. Mercer to name the beautiful lakes which nearly surround and are the pride of Seattle, having in an address delivered at a picnic in 1855 suggested that they be called Union and Washington

In 1858 Mr. Mercer was elected probate judge of King county and held the position for ten consecutive years. He was also one of the first county commissioners. He built his present residence in 1883 where he is spending the evening of a well-spent and prosperous life. He has always been an enthusiastic believer in Seattle's destiny as the metropolis of the great Pacific Northwest and has upon all occasions done his full share to promote the city's good. His life has been a quiet and peaceful one, and has been guided by a high sense of honor, such as gains the respect of mankind.

Mr. Mercer was married to Miss Hester Ward, his present wife, a native of Kentucky, in 1859. Two of his four children who came across the plains are now living near the old homestead in Seattle, while the third and eldest lives near Olympia.

HANFORD, EDWARD. A number of representative men soon after the close of the revolution visited and appreciated the beauty and wonderful fertility of the Miami valley, one of whom was Colonel Brown, a soldier of the revolution from Connecticut, who, for his bravery at Yorktown, was presented with a gold medal by Washington in person. Thaddeus Hanford, also from Connecticut, at a very early date, settled in Columbia (where it was then supposed the future city would be built) and married Miss Abbie, second daughter of Colonel Brown ; here their second son, the subject of this sketch, was born, January 10th, 1807. Mr. Hanford, sr., afterwards bought a large farm nine miles from Cincinnati, adjoining Mount Washington, where he continued to reside until his death in 1847. He was a man of stern piety and a class leader in the Methodist church for more than thirty years. Several times he was urged by his friends to accept the nomination for governor of the state, but he always declined to be a political candidate

When quite a young man Edward made a profession of religion and united with the Methodist church, and remained a consistant Christian during his life. In 1837 he and his younger brother, George, in hope of enlarging their fortunes agreed to unite their means. They built and loaded a boat which Edward and a neighbor, with a hired crew, took to New Orleans, and George, taking an equal amount in money, went to invest it in some of the coming cities of the Northwest. He arrived at Chicago while a terrible blizzard was sweeping through the city, and believing that no city could ever be built in such a bleak, wind-swept place, hurried on and invested his money in Michigan City. In the spring of 1838 the brothers went to Iowa and purchased eight hundred acres of choice land in Vanburen county; two hundred acres they put under the highest state of cultivation. December 4th, 1845, Edward Hanford was married to Miss Abbie J. Holgate. In 1853, he sold his Iowa property, also forty acres of land near Cincinnati, and with his family accompanied by his wife's relatives made the journey across the plains to Oregon. Leaving the family for the winter at a place near Milwaukie, four miles above Portland, he came to Seattle, where he joined his brothers, George and Seymour, and his brother-in-law, John C. Holgate, who were already located here. Having faith in the future of the place he brought his family and established his permanent home here. He served as a volunteer in defense of his home in the Indian war of 1855-6, and was a heavy loser of property by the depredations of the hostile Indians. The sufferings and privations he and his family underwent during that period were very great. In March, 1861, he removed with his family to San Francisco, Cal., and remained there until the fall of 1866, when he returned with them to Seattle, where he died September 25, 1884, respected and honored by all its citizens. He was a man of strong convictions and would never swerve from the right for fear or favor though he might be ever so great a loser thereby. He was generous and hospitable; his house was always the minister's home, he and his family seldom sat down to their table without other company. His wife and five sons still survive him; Thaddeus, a graduate of the University of Rochester, class of '70; Cornelius H., U. S. district judge of Washington; Frank, of the firm of Hanford & Beach; Arthur E., president of the Booth & Hanford Abstract Company, and Clarence, manager of the printing department of the Lowman & Hanford Stationery and Printing Company, all residents of Seattle.

ANDREWS, LYMAN B. Among the prominent pioneers of the Puget Sound basin, the name of Lyman B. Andrews deserves prominent mention, not only on account of his conspicuous position in the community for over thirty years, but also by reason of his notoriety in all forward movements to say nothing of his high character for sterling integrity and worth. A short biographical sketch of his career in life so far, will therefore, not be out of place in this volume.

Lyman B. Andrews was born on the 10th day of February, 1829, in Ontario county, state of New York. He is, therefore, now in his sixty-second year. He is the only child of William and Hannah Andrews. In 1832 the family emigrated to Adrian, Michigan. Young Lyman was then, of course, three years old.

The family resided in Adrian until 1854. In the meantime young Lyman had reached an age when it became important to choose an occupation for life. He selected the business of railroad engineer and machinist

He had, indeed, a fair common school education, but his business naturally suggested great defects in this respect; to remedy which he now applied himself with great energy and diligence to a course of private study, particularly in the higher branches of mathematics. He also attended for a time the high school at Adrian. His object was to perfect himself in the line of his profession and business. Being naturally of bright perceptions and of a quiet turn of mind, his zeal and industry were abundantly rewarded, and he not only improved his mind in necessary educational branches, but by a course of reading, he laid a broad foundation of accurate general knowledge and information, particularly historical and political, which stood him in good stead ever afterwards and rendered him a valuable man in after public life and enabled him to speak on public occasions with that plain, sturdy and manly eloquence which makes him to-day no unworthy antagonist on the stump and in all fields of useful discussion.

His business of railroad engineer carried him back in due time to his native state of New York, and it was there, in Oneida county, that he met and subsequently, in the year 1849, courted and married Miss Jennie L. Rowley. The date of their marriage was October 1st, 1849. She still survives, and they have lived together most happily for nearly forty years. She has, indeed, proved herself a most worthy specimen of the American matron and has contributed her due share towards the distinguished prominence and eminent respectability of the family.

Although reared on a farm and well skilled in practical agriculture and stock farming, Mr. Andrews gave his entire attention to the business of railroading as engineer and machinist until the date of his settlement on Puget Sound.

He moved with his young family from Adrian, Michigan, and settled in Hennepin county, Minnesota, where he resumed his regular occupation on railroads. This removal took place in 1854, when he was twenty-five years of age.

In 1859 he emigrated with his family and his parents to California, and they all settled in Napa City, Napa county, California. But Mr. Andrews was essentially a pioneer frontiersman by nature; and hearing of the vast possibilities of the Puget Sound country he again took up his household goods and settled in 1860 in the Sammammish valley, near the lake of the same name, in King county, then Territory of Washington.

The discovery, shortly afterwards, of a rich vein of coal on his farm on the Sammammish lake, opened up new prospects and new expectations. From this time forward he gave his whole time and labor, when not engaged in active public duties, to the development of the rich coal deposits of the Puget Sound basin. He studied books and added theoretical to practical knowledge, and he has in various ways largely contributed towards successful coal mining in this state.

His success in the coal fields and his ownership of valuable mines, have, together with judicious investments from time to time in real property, contributed to his material prosperity, and he is now in affluent circumstances. This is fortunate, for although Mr. Andrews is frugal and prudent in his mode of life and is by no means extravagant, yet he is not what one would call a money grubber. He is too generous and open handed; the needs of his family and especially the education and careful bringing up of his children have always been regarded by him as of far more importance than the mere accumulation of money.

From the farm in the Sammammish valley the family removed to Seattle, and there they have resided ever since. They were soon joined by Mr. Andrews' aged parents, who lived in this city until, full of years and gray headed, they went down to the grave honored by all and deeply mourned by their only child.

Mr. Andrews has four children, all now grown up: William R. Andrews, Mrs.

J. F. Eshelman

Eva Hopkins, Judge R. Andrews and Lyman Ralph Andrews. The oldest, William R. Andrews, Esq., is now nearly forty years of age. He is a lawyer by profession and resides at Seattle. He studied law with Judge Orange Jacobs, then chief justice of Washington Territory, and is now one of the most successful lawyers of this state. He is known far and wide for his prudence, skill and integrity.

Judge Andrews is a farmer. He is not a judge, but was so christened in honor of Judge Rowley, of his mother's family. But he is a number one farmer, living in the Sammammish valley, and is quite noted for push and energy and has already acquired a considerable fortune.

Mrs. Eva Andrews Hopkins and her husband are a worthy couple residing in King county.

In politics Hon. Lyman B. Andrews is Republican. In public life he has filled many important and highly responsible positions, in which he has always been found to be prompt, honest and capable. No man has ever accused him of having contaminated his fingers with unlawful gain. This is high praise, but in this case it is well merited. He began his public career as town clerk of Brooklyn township, Hennepin county, Minnesota. He has been member of the territorial legislature of Washington Territory for King county. He has been chief clerk of the legislative council of Washington Territory. He was clerk of the district court holding terms at Seattle for ten years—from 1865 to 1875—and discharged the duties of that office with high credit at a time when the office was new, with no precedents to guide him, and he was thus thrown absolutely upon his own resources and good sense to guide him; his natural ability and quick perception, added to persistent patience, carried him safely along. He was a member of the constitutional convention held at Walla Walla in 1878. He was a delegate in the Republican national convention at Philadelphia in 1872. He was a member of the Republican national committee from 1872 to 1876, and attended the national convention at Cincinnati in 1876 in that capacity. At present he is president of the Harrison Legion of Seattle. In November, 1890, he was elected a member of the house of representatives of the second legislature of the state of Washington, but, owing to protracted illness was not able to occupy his seat during the session of 1891.

Mr. Andrews resided with his family for more than twenty years at the northwest corner of Fourth and Madison streets, in the city of Seattle. He still owns the property, but has built a residence in what is known as "Queen Anne Town," in the northern portion of the city, and now resides in that pleasant suburb.

Let us not enlarge the present sketch by calling in the aid of undue flattery. With a kindly smile and an open hand and a generous heart the subject of this article has passed through more than sixty eventful years of life. He is still hale, strong and hearty, and let us hope that he will be spared to his friends for many years to come. But, however that may transpire, as we return his genial smile and feel his fervent and cordial hand-shake whenever we meet the good old man on the street, let us turn and, looking after him as he makes his way amid the jostling crowd, whisper a "God bless you!" as he passes out of sight on the down grade of life.

I. M. HALL.

STRUVE, HENRY G., has been for many years a prominent figure in the legal, political and financial history of Washington. In positions of great responsibilities, in his profession against able advocates and counselors, in business affairs among sagacious and far-seeing men, he has maintained himself with integrity and signal ability. From the early days of struggling territorial existence to the present marvelous advancement which has been attained in this portion of the Pacific northwest he has been a moulding force in the progress of affairs, and a record of his life very properly belongs to the history of the city of his home and where the most important years of his life have been passed.

He was born in the Grand Duchy of Oldenburg, Germany, November 17th, 1836, and is of German parentage. After receiving a thorough academic education in his native town, at the age of sixteen he came to America. He remained for a few months in the east, and then, in 1853, migrated to California, where, for the following six years he was engaged in mining, studying law and journalistic work in and near Jackson, Amador county. In 1859 he was admitted to the bar. Shortly thereafter, in February, 1860, he came to Vancouver, Washington Territory, and purchased the *Vancouver Chronicle* which he conducted for a year. He then entered upon the practice of his profession, in which he has since continued, with slight interruptions, until the present time.

In the beginning of his professional career he took a somewhat active interest in politics. It was at a period of intense political excitement, and the young attorney became an ardent supporter of the Republican party, which had just come into control of national affairs. His fitness for public stations was recognized early in his career. In 1862 he was elected district attorney for the Second judicial district and so satisfactory were his services in such capacity that he was chosen for four successive terms, not completing, however, his fourth term, as he resigned in 1869. During the same period he was elected probate judge of Clarke county, but after serving a few months he resigned. While acting as prosecuting attorney he was also elected in 1865, a member of the lower house of the legislative assembly and during its session served as chairman of the judiciary committee. In 1867 he was elected a member of the legislative council and served as president for the first biennial session and also of the subsequent sessions of 1869 and 1870. He was also chairman of the committee on ways and means, and in 1869 introduced, and was largely instrumental in securing the passage of the community law regulating the rights in property interests possessed by married persons. This important law, which superseded the provisions of the old common law which then applied to Washington Territory, with slight modifications, is still in force. Throughout his legislative career Judge Struve, although one of the youngest members, was very active, and his selection as the leader of that body is evidence of the high esteem in which he was held by his associates.

Judge Struve resided at Vancouver until near the close of 1871 when he removed to Olympia and took charge of the *Puget Sound Daily Courier*, then the leading Republican daily of the Territory. His work on this journal made it a powerful organ of his party and did much to strengthen and build up a strong public sentiment in this community in support of its men and measures. His articles were characterized with such force and ability as to attract public attention, and lead to the conclusion that had he remained in journalism he would have achieved a high degree of success. He continued the editorial management of the *Courier* until November, 1871, when in slight recognition of his political services, he was appointed by President Grant, secretary of the territory. In 1872 he was elected by the territorial Republican convention as a delegate from the territory to the national Republican convention, which renominated General Grant for the presidency at Philadelphia. He continued to serve in the capacity of territorial secretary until the close of President Grant's administration, when his term expired. He then resumed the practice of law at Olympia. In 1877 he was appointed commissioner to codify the laws of Washington Territory; but after one year's labor in this office he felt compelled to relinquish this position on account of the pressing demands of his law practice. In the year 1879, Judge Struve removed to Seattle and formed a co-partnership in the practice of law with John Leary under the firm name of Struve & Leary. One year later Colonel J. C. Haines was admitted as partner. In 1884 Maurice McMicken took Mr. Leary's place in the firm and in 1889 Mr. Haines withdrew, since which the firm has been known as Struve & McMicken While acting as secretary of the territory he did not wholly abandon his law practice, but during this period and up to 1883, he was the sole attorney of the Northern Pacific railroad company in this territory and superintended and conducted in person all the important litigation which the company had in this territory during this period of ten years.

Upon his removal to Seattle Judge Struve at once became a leading factor in political and business affairs. In 1882 he was elected mayor of the city, and was re-elected in 1883. It was during his administration that the city experienced its first vigorous start towards its present greatness. Many streets were graded, one-half million dollars were expended in public improvements, and the population increased from 3,000 in 1880, to more than 10,000 in 1883. It was the period of transition from a frontier town towards the beginning of a great commercial city, and the people began to look upon Seattle as already a metropolis. The memorable Villard excursion upon the completion of the Northern Pacific railroad occurred at this time and Mayor Struve received the party upon its arrival in Seattle.

In 1879 Judge Struve was appointed a regent of the Territorial University and was re-appointed for four consecutive terms, during which he served as president of the board. In 1884 he was elected school director and held the office for three years, during a period when great advance was made in the city schools. In 1886 he was appointed by Governor Squire judge advocate general of the territory, and took a prominent part in the direction of military affairs during the period in which martial law was in force in Seattle after the Chinese riot in February, 1886. In 1887 he was appointed supreme court reporter, and under his supervision Vol. III. of Washington Territory Reports was prepared. He was also elected a member of the board of freeholders which recently prepared the charter under which the municipal affairs of Seattle are now conducted. In this regard his labors were especially valuable, his ripe experience as a lawyer giving weight and influence to his opinions and suggestions. He acted as chairman of the committee on judiciary and tide-lands.

As a lawyer Judge Struve has many qualifications which would have gained him prominence in any community. An industrious student, an incessant, methodical worker, he has made for himself a foremost place among the ablest lawyers of the

Pacific coast for erudition in his profession, for painstaking, exhaustive examination of every subject engaging his attention or committed to his care. He especially excels as a counselor upon all questions where cool, logical reasoning and the clearest knowledge and analysis of the law are required. In novel and difficult cases in which new problems are to be solved, new controversies to be adjusted and new equities to be considered, he is perhaps more often sought for advice than any other lawyer in this part of the country. During the last few years he has confined himself entirely to an office business, acting solely as counselor for most of the large mill, coal and railroad corporations on the Sound. The vast interest intrusted to his legal acumen and the grave responsibilities reposed in him in this connection best bespeak the high regard in which he is held as a lawyer.

Despite a very active professional and business career he has found time for patient and systematic study, and has acquired a wealth of information in history, *belles letters* and every branch of useful knowledge. Historical research has been an especially inviting field with him, and the leisure hours from a most exacting mistress—the law—have been largely spent in this congenial work. Many years ago he began a thorough investigation of historical records and the collection of material relating to the earlier history of Washington Territory with the purpose at some convenient time of preparing for publication a volume bearing upon this subject. His preliminary labors in this connection resulted in the collection of much valuable matter, most of which was unfortunately destroyed in the great fire of June 6, 1889. He has, however, by no means abandoned his original purpose in this regard, although he has been forced to make renewed investigations and to seek for facts in fields he had before thoroughly gleaned. His wide personal experience in the progress of affairs in the territory for thirty years added to his genuine love for historical research admirably fit him for the task. As a writer he also possesses a high order of ability. His legal opinions and theses, his editorial contributions and many public addresses are models of perspicuity of expression and terse and vigorous English.

Judge Struve has an eminently practical mind. His knowledge of statutory law, intimate acquaintance with legal ethics and judicial lore and scholarly attainments are united to attributes which make him a well equipped business man. He has borne an important part in the material development of this section, especially in mining, building of railroads and the establishment of financial institutions. He was one of the principal projectors of the cable system of street railroads in Seattle; is a large stockholder in the Front street line and its branches and the Madison street line, being president of the latter company. He was one of the promotors of and since its organization has been a director in the Home Insurance Company which paid nearly $100,000 in losses sustained by the fire of June 6, 1889. He was one of the incorporators of the Boston National bank and has been its vice-president and a director since its organization. He is also sole agent in this state of the German Savings and Loan Society of San Francisco which has a larger amount of deposits than any other banking institution on the Pacific coast and which has invested more than four millions of dollars in the North Pacific coast. His connection with the enterprises mentioned and many others which have been valuable factors in the advancement of his home, has been close and intimate. Their success is largely due to his individual efforts, and attest his abilities as an able financier and sagacious business man. Indeed, it would be difficult to find one in whom are more happily blended the attributes which have made him distinguished in his profession and those other qualifications which make him what the French term a "man of affairs," than are found in Judge Struve.

It should also be stated that Judge Struve has been prominently identified with the Independent Order of Odd Fellows and other secret benevolent socities. In 1874 he was elected a grand master of the Grand Lodge of Odd Fellows in Oregon, which then embraced the state of Oregon, Washington and Idaho, and at the expiration of his term in 1876, was elected a representative of said jurisdiction in the Sovereign Grand Lodge of the order. During the whole of this period he was also the personal representative of the head of the order as deputy grand sire and acted as such until the organization of the Grand Lodge of Washington, which was instituted by him.

Judge Struve was married in October, 1863, to Miss Lascelle Knighton, of Vancouver. They have had four children, two sons and two daughters. Their younger son, Fred K. Struve, is teller in the Boston National bank, and the other, Harry K., is master of the well known steam tug *Wanderer*. Their elder daughter is the wife of A. E. MacCulsky of Seattle.

MCCONAHA, GEORGE N.—Seattle has never contained a citizen whose connection with the place was so brief, who made such a lasting impression upon its history as George N. McConaha. Coming to the city at an early day, his talents quickly won recognition and, although young in years, he was readily accorded a leadership which made him the central figure in political affairs, and led to his selection as the presiding officer of the first territorial legislature of Washington. Although he lived less than two years in the territory, to such an extent did he impress himself upon those who were here at the time, that, despite the lapse of many years since his death, he is still remembered, not only as a good and useful citizen, but as one of the most brilliantly endowed men mentally who ever lived in Washington.

He was born near Cleveland, Ohio, January 4, 1820, and was educated at Lexington college, Kentucky, after which he returned to Ohio and completed his preparations for the legal profession under that renowned lawyer and brilliant advocate, Thomas Corwin. After his admission to the bar in 1845, he removed to Missouri and pursued the practice of his profession at Canton, Boonville, Louisiana and Bowling Green, gaining in these several places a reputation as an exceptionably able lawyer, which endures even to the present time. In June, 1850 he started across the plains for the Pacific coast, arriving in Sacramento in November following. In Sacramento he formed a co-partnership in the practice of law with E. C. Winchell, since a district judge and a prominent member of the bar of California. In the spring of 1851 Mr. McConaha was elected city attorney of Sacramento, and in the fall of the same year was elected a member of the legislature of California. In July, 1852, he came to Seattle. The condition of the little hamlet that then existed on Elliott bay has been fully described in preceding pages. The young attorney, the first lawyer in Seattle, found little to encourage him in the surroundings as a field for work in the line of his profession and, although at the time he had no intention of remaining, circumstances arose which led him to defer his returning to California. For some time previous to his arrival the question of the division of the territory of Oregon had been agitated. Mr. McConaha at once took a leading part in the discussion, delivering in all the more populous regions vigorous speeches on the subject, which not only attracted great attention, but which made him extremely popular and widely known. His work in this connection resulted in his being selected to represent Seattle in the convention of delegates which assembled at Monticello to formulate a memorial to Congress asking for a division of the territory. In this body he took a leading part and still further added to his popularity and influence. After the Territory of Washington was created, in recognition of his services, he was nominated and elected a member from the counties of King and Pierce, of the council of the first Territorial Legislature, which assembled at Olympia on February 27, 1854. Of this celebrated body Mr. McConaha was chosen president, a position which his previous legislative experience in California admirably qualified him to fill. The impartial, dignified and satisfactory manner in which he discharged the duties of the position throughout the session won the good will of all, irrespective of party, and the appreciation in which he was held by all was feelingly expressed in a resolution adopted at the close of the session. So strongly did he impress his associates as a man of unusual ability and power, and so easy and naturally did he assume a position of leadership among his fellows, that long before the session expired, the purpose was freely expressed of nominating him to represent the territory as delegate to Congress; and there is little doubt that had he lived, this honor would have been conferred upon him. But the career thus brilliantly begun and which foreshadowed so much of future usefulness was early closed. Upon the adjournment of the legislature he started from Olympia to Seattle in a canoe, accompanied by Captain Barstow and four Indians. A squall overtook the frail craft near Vashon Island and it was overturned, McConaha, Barstow and two Indians being drowned. "The news of the calamity," says one writer, "cast a deeper gloom over our little colony than a like disaster would to-day; it was the occasion of Seattle's first great sorrow." The public press of both California and Washington paid glowing tributes to his worth and united in declaring that his untimely death was a severe public loss, while among those who had been his companions and associates, the termination of his career, surrounded by so many sad circumstances, was the source of grief genuine and profound.

Mr. McConaha was a man who exerted a magnetic influence over all with whom he was brought into contact, gaining their respect through the power of his superior intellectuality, while the love his kindly disposition and sympathetic nature engendered attached men to him with ties which were strong and enduring. As a public speaker he possessed unusual ability. One who saw much of him during his brief residence in the territory has said of him: "He was a born orator. A man of magnificent presence, a voice of great compass and always under perfect control, every gesture graceful and appropriate, all combined to make one of the most effective speakers I have ever listened to. His power over an audience was marvelous. He swayed his hearers, not only by the charm of his voice and manners, but convinced and moved them by the strong logic of his reasoning. In impromptu speeches and debate he particularly excelled, while his prepared addresses were models of elegant diction, power and grace." That this gifted man would have taken a high place in

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public affairs in Washington territory, had he lived, is conceded by all who knew him. The best testimony to the high order of his ability is the enduring impress he has left upon the earlier history of the territory, which has endured through all the great changes and events which have occurred since he played his brief part in shaping the policy and laying the foundations of the present commonwealth of Washington.

Mr. McConaha was married in 1846 to Miss Ursula Hughs, who afterwards married L. V. Wyckoff, and still resides in Seattle. Their oldest child, George N. McConaha, for several years one of the ablest attorneys of the Seattle bar, and who inherited much of his father's talent, was born in Missouri in 1848. Their second child, a daughter, was born during the trip across the plains, near Fort Carson, and died in her infancy. Their last child, Miss Eugenia McConaha, was born a few months after their arrival in Seattle, and was the first white child born in the city.

WYCKOFF, LEWIS VANDYNE, for many years one of the chief officials of King county, was born November 14, 1829, near Kingston, Ulster county, New York, where he continued to reside until he was nineteen years of age. In the meantime he learned the blacksmith's trade, and in 1848 went to Illinois, and later to Iowa. From the latter state, in 1851, he started across the plains with W. G. Latimer and others, arriving in Seattle in the latter part of 1852. For a time he worked in Yesler's sawmill, and afterwards opened a blacksmith shop on the corner of Commercial and Washington streets. He was industrious and prudent and soon gained the respect and confidence of the entire community. In 1859 he married Mrs. McConaha, widow of George N. McConaha, and three years later was elected sheriff of King county, at which time he disposed of his business and, with the exception of one year, held the position of sheriff until his death. During this long period of nearly nineteen years he was, perhaps, the most popular official King county ever had. He was a plain, blunt man, always honest and straightforward in all his dealings, and in a quiet and unostentatious way a liberal contributor to all worthy objects. Naturally kind hearted and generous, his sympathies were easily excited and never appealed to without response. He was a man of the most exemplary public and private life, and was exempt from even the ordinary vices or faults of men. No man was ever more conscientious in the discharge of duty. A sworn officer of the law, he would rather have lost his life than to have violated his oath in the slightest degree. He was preeminently a good citizen, a faithful officer, a noble man, an indulgent parent and a kind husband. For some two years before his death he had been suffering from organic disease of heart, which was no doubt greatly aggravated by the exciting events attending the lynching in Occidental square on January 18, 1882. Two days later he retired to rest quite early in the evening, complaining of an unusual pain in the chest, and upon rising the next morning he suddenly expired. His death, sudden and unexpected, caused widespread grief. There had been no man in the county who was better known or who stood closer to the hearts of the people. A meeting of the bar of King county was held to do honor to his memory, at which several addresses were delivered eulogizing his character and manly virtues. Judge Thomas Burke, who was intimately acquainted with him, spoke thus feelingly of his dead friend and fellow citizen:

"If I were called upon to characterize Mr. Wyckoff in a single sentence, I should say that he was above all things else a manly man. He was a man of large and generous nature—of broad humanity. He was a true American in his reverence for law and in his respect for the rights of every man. This trait of his character was strikingly illustrated a few months before he died, when the ill-fated Payne, who was accused of the murder of David Sires, was about to have a preliminary examination. Mr. Sires had just been buried. The populace was greatly excited and threats of lynching were everywhere heard. Fearing that the prisoner would be mobbed and hanged without trial if brought out for examination to the magistrate's office, I, as counsel for the prisoner, arranged with the public prosecutor to have the preliminary examination privately held in the sheriff's office, over the jail. The prisoner was heavily ironed in the jail below, and it was found it would take some time to remove his irons. At this point some one suggested that we save the time and examine the prisoner in irons. Mr. Wyckoff's look and words in answer to the suggestion made a deep impression upon my mind. 'No,' said this patriotic, law-abiding officer, 'No, it isn't right or lawful to try a man in irons in this country, and no man in my custody shall ever be tried in that way,' and the irons were removed from the prisoner. How great and irreparable is the loss this community has sustained in the death of this man, with his deep reverence for law, with his lofty sense of justice and his tender consideration for the rights of his fellow-men, the tragic events of the week preceding his death, in bloody characters have but too plainly told us. Next to the last time I ever saw Mr. Wyckoff was on the memorable night of the 17th of January last, several hours after the shocking murder of Mr. Reynolds. It was between eleven and twelve o'clock at night. The whole city had been struck with horror by the awful crime. And now it was thought the murderers had been caught. The two men supposed to be guilty of the horrible murder were in the sheriff's office. Outside the jail and filling up the entrance to the jail, and in the hall in front of the sheriff's office, was a vast, tumultuous gathering of excited and angry people, demanding in menacing tones the surrender of the prisoners to them. Mr. Wyckoff, with his coat off, stood just inside—the prisoners being seated a little distance behind him. He was supported by his son Van, Mr. McGraw, then chief of police, and Mr. Woolery, deputy sheriff. The crowd had already broken down the door of the sheriff's office, and there was now no barrier between the wild and furious throng of enraged men and the two prisoners within save the sheriff and his little party. But the brave sheriff stood firm. His grave face was marked with a determined purpose to perform, at all hazard, his perilous duty and uphold the law. With drawn pistol he announced in plain, strong words his determination to the crowd outside. It was a memorable scene. It was one brave man against three hundred, and the men he faced were not cowards. There were brave men among them. But 'thrice armed is he who hath his quarrel just,' and the sheriff stood there an invulnerable fortress protecting the lives of the wretched criminals committed to his custody and vindicating the law. The sheriff triumphed. The crowd at length, angry and disappointed, dispersed and went to their homes. The prisoners were put in jail. It was a memorable contest, waged in vindication of law and order against fearful odds, and it is doubtful whether there was another man in King county who could have stayed and turned back that surging, angry, tumultuous crowd of men as Mr. Wyckoff did.

"But on the following day, made still more memorable by the awful deed done upon it, when the furious storm of passion had risen to an irresistible hurricane which swept everything before it, Mr. Wyckoff, like all the rest, had to give way, and when that wild and infuriated mob broke into the jail and tore from thence the trembling prisoners committed to the sheriff's care and protection, the shock to Mr. Wyckoff, in his failing health, was fatal. I have no more doubt than I stand here, that the tragic events of the 17th and 18th of January last precipitated the death of Mr. Wyckoff. He died, in a sense, in defense of law and order, and it is my conviction that his death should be regarded as a solemn protest against the appalling violation of law committed here on the 18th of January last.

"Thus died this exemplary husband and father and this faithful and excellent officer. As the world goes, his noble qualities of head and heart would have furnished forth a score of men. He held office for eighteen years and his integrity was never questioned. He was both brave and generous.

"He had a tear for pity and a hand
Open as the day for melting charity.

"He has left behind him an honorable record, a goodly book, the contemplation of which must be a source of consolation to his afflicted family."

Mr. Wyckoff had but one son, Van Wyckoff, who, with his mother, an honored and well known pioneer, resides in Seattle.

HALLER, COLONEL GRANVILLE O., U. S. Army, retired. Among the men whose lives have been largely spent in military service there are few still living whose personal experience covers a longer period in the military history of our country than that of Granville Owen Haller. Beginning with his services in the Florida war in 1841, he was for many years in his country's service and diligently, bravely and faithfully discharged a soldier's duty. The annals of the Pacific Northwest will always be linked with his name and deeds. Before the country had been wrested from savage control, before American civilization had become thoroughly established, he was sent in command of United States troops to protect the weak and scattered settlements from Indian depredations, and it was in defense of the American settlers that he not only added to the laurels already won for gallant service, but honorably connected his career with the most interesting period in the history of Washington Territory. Later on, as a civilian, he established a home in the field of his earlier military exploits and for many years has been a respected and honored citizen of the commonwealth of Washington. As one of the pioneers whose labors have contributed to the present era of development in the Pacific coast states, his history possesses extraordinary interest.

He was born in York, Pennsylvania, January 31, 1819. His father, George Haller, died when he was but two years old, leaving his wife, a woman of strong character and of a devout, religious nature, in charge of four young children. With limited means, her task was not an easy one. But with heroic industry she reared her children in comfort, all of them received a liberal education, and the eldest son graduated from Jefferson medical college of the University of Pennsylvania. It was her desire that Granville be fitted for the ministry, but conscientious doubts on his part prevented him from conforming to his mother's wishes. A military career was more in keeping with his desires, and in 1839 a vacancy occurring in the cadetship belonging to his district at the West Point military academy, he, with others, became applicants for the place. The secretary of war, Hon. Joel R. Poinsett decided that the applicant receiving the endorsement of the representative of the district should receive the appointment. Young Haller was thereupon recommended, but on account of the following circumstances failed to receive the appointment. Walter S. Franklin, from Haller's native town, clerk of the house of representatives, a warm and loyal friend of Hon. James Buchanan, then United States senator from Pennsylvania, had recently died. Thereupon Senator Buchanan strongly urged that his son, William B. Franklin, be appointed. The pressure in the latter's behalf was, therefore, so strong that he was appointed to West Point, and Haller was invited to appear before a board of military officers, which met in Washington, for examination as to his fitness for a military profession. Haller presented himself, was examined, and on the 17th of November, 1839, was commissioned a second lieutenant in the Fourth regiment, United States infantry, although at the time he was not quite twenty-one years of age.

His first active service was in the Florida war during the winter of 1841-2. He was with Brevet Major Belknapp, Third Infantry, when fired upon by the Indians in the Big Cypress swamp, and with Colonel Worth, Eighth Infantry, at the action at Palaklikaha swamp, which resulted in the capture of Halleck Tustenuggee's band, which ended the Florida war. In Brevet Captain John T. Sprague's history of "The Origin, Progress and Conclusion of the Florida War," issued in 1848, Lieutenant Haller is frequently mentioned, while the services of the commands with which he was connected are related in detail.

Lieutenant Haller was adjutant of the Fourth Infantry from January 1, 1843, until he resigned, September 10, 1845, and was promoted to be first lieutenant July 12, 1846. He was brigade-major of the Third Brigade, United States regulars, under General Tayor, when in Texas in 1845, until relieved for duty as assistant commissary of subsistence to the Third Brigade. He received and receipted for all the provisions issued to General Taylor's command, when leaving Brazos St. Iago for the new fort opposite Matamoras. He participated in the fights of the 8th and 9th of May. At Palo Alto, where his subsistence were undisturbed by the enemy, and at Resaca de la Palma he served as a staff officer during the fighting and received and took up upon his returns of commissary stores, immense quantities of subsistence stores captured from the Mexican army. He served under General Taylor in Mexico until after the capture of Monterey, when the Fourth Infantry was transferred to General Worth's division and ordered to Vera Cruz to join General Scott's command. Lieutenant Haller now relinquished commissary duty and assumed command of his company. From the siege of Vera Cruz until the capture of the City of Mexico he participated in all of the battles on the route and in the valley of Mexico. In the attack upon the fortification of San Antonio, August 23, 1847, he is noticed as in the command of his company, and with other officers of the regiment, among whom was Second Lieutenant U. S. Grant, regimental quartermaster, was mentioned as having rendered efficient service. He was one of the storming party at El Molino del Rey September 8, 1847, having charge with another officer of a detail of one hundred men, and for gallant and meritorious conduct on this occasion was breveted Captain. On this occasion Brevet Major G. Wright, who had command of the assaulting column, in his report states: "The conduct of all the officers and men on this occasion is worthy of the highest commendation." At the battle of Chapultepec, September 13, 1847, Lieutenant Haller is especially mentioned in the report of Brevet Colonel John Garland as having shown "evidence of courage and good conduct," and for his services upon this occasion he was breveted major. In the same battle Second Lieutenant U. S. Grant's name is associated with that of Lieutenant Haller as deserving of especial commendation. In the report of Major Francis Lee, commanding the Fourth Infantry, detailing the operations of his command during the taking of the City of Mexico September 13, 1847, and the skirmishing during the following day within the city, it is stated that "First Lieutenants Gore, Sidney Smith (mortally wounded on the 14th) and Haller and Second Lieutenants Grant and Judah, behaved with distinguished gallantry." Shortly before the close of the Mexican war, January 1, 1848, Lieutenant Haller was promoted to a captaincy in the Fourth Infantry. For a time he was employed mustering out men who had enlisted "during the war." After which he was assigned to recruiting duty.

In 1852 Brevet Majors Larned's and Haller's companies were ordered to the department of the Pacific. They sailed in the United States store ship *Fredonia*, by way of Cape Horn, arriving at San Francisco in June, 1853, having spent seven months on the voyage. Major Larned's company proceeded to Fort Steilacoom, Washington Territory, and Haller's company to Fort Dalles, Oregon.

Toward the fall of 1854 information was received at Fort Dalles that a small party of emigrants, consisting of a Mr. Ward, his family and others, had been murdered by hostile Indians on Boise river. At this time the garrison, by the expiration of the time of enlistments of soldiers and the desertion of some recruits, was reduced to about fifty men. The commanding officer of the fort, Major Gabriel J. Rains, upon the receipt of the intelligence of the Ward massacre, dispatched Major Haller, with twenty-six men, to guard the immigrant road, give protection to the trains coming to the west and, if possible, to chastise the murderers. This command was afterwards joined by Captain Nathan Olney, brother of Judge Olney, of Oregon, with a small party of mounted volunteers, which occasioned a pleasant rivalry between the regulars and volunteers. The regulars arrested four Indians at the Hudson's Bay Fort Boise who had been charged with the murder. They were tried before a military commission and each admitted his share in the massacre. One tried to escape and was shot dead by the guard. The other three were hanged on the massacre grounds, about thirty miles east of the Hudson Bay Company's old Fort Boise, within sight of the pyramid of bones of their victims. A family of the hostile band was also captured, and two bucks, while trying to escape, were killed. The main body of the murderers, now advised of their danger, scattered and escaped capture. The command returned to Fort Dalles.

In the spring General Wool directed that Major Haller, with part of his company together with K company and a detachment of the Third Artilery under Lieutenant Day, should return and again make a search for the murderers. This expedition was more successful, although the chase of the hostiles was pursued as far as Fort Lemhi, a Mormon settlement on the headwaters of the Missouri river. On the return trip some Indians were captured, the guilty hanged, and the remainder brought back as prisoners.

Upon the return to Fort Dalles Major Haller by forced marches preceded his command, and discovered that the old friends of the whites, near Umatilla were greatly excited, that the Yakimas were under arms and that Indian sub-agent Bolen had been murdered. A large number of recruits had arrived at Fort Dalles while Major Haller's command was in the field. These, with the old soldiers who remained at the Fort, he organized into two companies of fifty men each, presuming at the time that he would be ordered against the Yakimas with all his forces, as soon as Major Rains, now commanding the regiment, who had been transferred to Fort Vancouver, heard of the warlike attitude of the Yakimas and the murder of Bolen. The reports sent by Major Haller to Major Rains, however, were apparently little heeded and no orders came for several days. Finally acting Governor Mason requested that a command be sent into the Yakima country to demand the murderers of Mattice, a miner, killed while passing through the country. In answer to this request Major Rains ordered one company to be sent, but by the time this order was received Major Haller had the provisions packed and across the river, and followed with the two companies, and immediately began his march. On the sixth of October, 1855, while descending the heights along Toppinish creek, near the present site of Fort Simcoe, the advance guard discovered the Indians in their front. Here the fighting commenced and after a vigorous charge the Indians fled, the loss being one soldier killed and seven wounded. It was dark before the wounded could be collected, and after an advance of half a mile, the command, finding ground capable of defense, halted and camped for the night.

Early the next morning the camp was completely surrounded by the enemy, estimated at about seven hundred Indians, who during the day were reinforced by accessions of bands, increasing the number to about fourteen hundred. The Indians were led by Kamiaken, a chief of rare intelligence, full of strategy, and one of the bravest and most adroit of the Indian warriors. Major Haller's position was susceptible of defense, but destitute of wood, grass and water. The troops, greatly outnumbered, maintained their position all that day, and, by repeated bayonet charges, kept off the Indian skirmishers. Up to Sunday night the loss had been two soldiers killed and thirteen wounded. The great odds against the little band induced a return to the Dalles by a night march to procure a sufficient force to fight successfully and intimidate the enemy. In making the march in the dark the rear guard had become separated from the advance and a halt was therefore made near the summit of the mountain, that the rear guard might join the advance. Major Haller's force now numbered only forty effective men, encumbered with the wounded. Early on the morning of the eighth the march to the Dalles was begun and a running fight, while marching in retreat, ensued, which lasted until noon, when a suitable spot was found to clean the arms, rest the men and readjust the packs, etc., while keeping the Indians at bay. Before sundown the Indians were again charged and driven out of

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the timber, after which the troops were not molested. Major Haller, with his advance, met the rear guard that night and reached Fort Dalles on the morning of the tenth with his wounded and baggage, and the remains of the commissary sergeant. The total loss on this expedition was four soldiers killed and seventeen wounded. The rear guard, which had taken another trail, proceeded without molestation.

Major Haller's expedition disclosed the well-laid plans of the Indians for making war upon the whites while snow and ice would prevent escape, and roused the people to a realization of their danger It was doubtless the chief moving cause which impelled Major Rains, commanding the military districts of the Columbia river and Puget Sound to make requisitions for aid upon the two governors, Curry, of Oregon, and Mason, of Washington. Volunteers were called out and the department commander took the field with all the regulars at his command. Major Rains, with six companies of regulars, and Colonel Nesmith, with six companies of mounted volunteers, met the warrior Kamiaken and his assembled bands on the prairie south of the great ridge at the mouth of the Attanem creek and held them at bay until evening, when they were driven from the plain and butte by a charge of Major Haller's company, supported by that of Capt. Augur's. The great number of soldiers and their more vigorous efforts next day discouraged the Indians, and, snow falling, enabled the troops to track them to their hiding places, caused a stampede, when the Indians fled precipitately across the Columbia river. The campaign ended for want of subsistence for the animals, as the snow covered the ground too deeply for the horses and mules to forage.

The following spring Colonel George Wright arrived from the east with his fine regiment, the Ninth Infantry, which had (for the first time in the service) been armed with the rifled musket and minnie ball, and, being senior officer in the department, assumed command. His plan of campaign contemplated a visit to the turbulent Cayuses and, if necessary, their chastisement; then, crossing the Columbia river, he expected to corral the Yakima and Klickitat tribes and fight it out on that line. He had two companies at Vancouver barracks, one of which was to hold that post and the other to garrison the block-houses at the upper and lower landings at the Cascades of the Columbia river, to keep open his communication in the rear.

Unfortunately General Wool, in command of the entire forces on the Pacific slope, made a hurried visit to Vancouver barracks and, without consulting Colonel Wright at Fort Dalles, took his two companies from Vancouver barracks to Fort Steilacoom, on Puget Sound, leaving him without a proper force to garrison the block-houses at the Cascades.

The very day Colonel Wright commenced his march for Walla Walla from the Dalles, the Indians commenced a murderous assault upon the unoffending inhabitants along the Cascades, killing men, women and children—none escaping except those who fled to the few soldiers holding the block-houses, and to Bradford's store and hotel, built partly for defense against Indian attacks. This caused a countermarch of the Colonel's command, who hastened to the Cascades and drove off the enemy, who were unprepared to encounter his large command.

The Colonel then determined to enter the Klickitat country from Fort Dalles and make the Indians on the north side of the Columbia river feel the consequences of their conduct. He advanced without interruption as far north as the Qui-wichess creek, three miles in front of the Natchess river. Here he found Kamiaken's warriors swarming like bees in number, prepared to resist any further advance. The Colonel, desirous of striking an effective blow, sent for Major Haller's company, then garrisoning Fort Dalles, to increase his available force. He then offered the hostiles peace on condition that they return to their former homes and not molest the whites, but obey the agents appointed for the protection of the Indians. Kamiaken's good sense approved of Colonel Wright's offer. He told his people it was the best offer they could expect, and to protract the war would result in the women and children being captured and reduced to slavery. He strongly advised them to accept the terms, but "as for me," said he, "I am Kamiaken still and will go to the Blackfoot country, where there are no whites." Owhi, next in rank, agreed to meet Colonel Wright on the Natchess river. The Indians then fell back, leaving the road free to the troops as far as the bank of that river.

An interview between Owhi and his son Qualcheen, on behalf of the Indians, took place in camp on the Natchess with Colonel Wright, and all was satisfactory until, as they were leaving, Colonel Wright called to Owhi and said, "Tell your people they must bring in all the stolen horses and other stolen property." This being a new code of warfare and contrary to the Indian custom, which was established so long before that "the memory of man runneth not to the contrary," the Indians declined to bring in the stolen property, and they finally dispersed, leaving Colonel Wright without an enemy. He then selected Simcoe for a military post, left a battalion under Major Robert Garnett to build and garrison it, and located Major Haller's and Captain Archer's (afterwards the rebel general whose brigade was captured at Gettysburg in the first day's fight) companies in the Kittitas valley to prevent the hostiles from utilizing the fine pasturage and to threaten the families of the Indians who proved to be hostile.

In the fall of 1856 Major Haller was relieved and ordered to establish a fort near Port Townsend where the inhabitants could find protection in case of a raid by northern Indians, who were becoming troublesome. Acting Governor McMillen at this time had resolved upon the expulsion of all foreign Indians and called upon the the United States naval commander at Seattle to order them out of the country. The enforcement of this policy was resisted by the Hydah Indians, who defied the navy, and resulted in a cannonade and the killing of the chief of the band of Hydah Indians. The Indians returned next season and in retaliation killed Colonel Isaac N. Eby, a prominent and highly esteemed citizen of Whidby island, whom they esteemed as a great chief.

Major Haller located his barracks near Port Townsend some three miles up the bay. Here, with much difficulty, he erected the necessary buildings for the garrison. It was at the opening of the Caribou mining excitement and it was impossible to prevent many of his soldiers, excited by the fabulous accounts of the wealth of the mines, from deserting. Haller, however, secured workmen from Victoria and with their aid and that of his soldiers, a comfortable post for officers and men was constructed, which has been kept up to this date. The garrison at this point while under command of Major Haller made frequent excursions on the Sound in pursuit of Northern Indians, and rendered valuable assistance in protecting the settlers.

General Harney having been assigned to the command of the Department of the

Columbia, in 1859, visited the posts on Puget Sound for inspection. Thereupon, he ordered Captain Pickett's company to remove from Fort Bellingham, near Whatcom, to San Juan Island, and Major Haller's company to vacate Fort Townsend and report at Fort Steilacoom. This was done at the very moment the commissioners authorized by act of Congress on the part of the United States, was engaged with two commissioners of Great Britain in determining the water boundary between the United States and the British possessions.

At this time the navy department had transferred to the quartermaster department, U. S. army, the steamship *Massachusetts*, carrying four guns, to cruise the Sound and remove foreign Indians. Major Haller's company was assigned to this duty, and his first trip was via San Juan Island. On the way he met Captain Pickett just before the latter held his prearranged meeting with British army officers, to discuss the occupation of the island.

The removal of Captain Pickett's company from near Whatcom, encouraged some young warriors of the Nooksack tribe to enter Whatcom armed, to demand the release of their chief from jail. Their insolence led to shooting, in which one white man was killed and four warriors were shot down. The people sent off a boat to intercept the *Massachusetts* and request Major Haller to come to their assistance, which he did. Upon arrival he demanded the surviving warriors as hostages, which was granted, and thus suppressed a possible war with the Nooksack Indians.

While patroling the waters of Puget Sound, Major Haller was directed to land his company on San Juan Island, to which all the force under General Harney had been ordered, and participated in the occupation throughout. He was in command of the American force when General Scott arrived at the island, at which time Lieutenal-Colonel Casey was absent, being engaged on general court-martial duty at Vancover Barracks. The confidential relations of Major Haller with his district commander, Lieutenant-Colonel S. Casey and with Captain Pickett, has made him intimately acquainted with every phase of the San Juan imbroglio. The offensive position assumed by Captain Pickett towards the claims of the British officers, rendered him obnoxious to them, and General Scott, at their request, relieved Captain Pickett and stationed Captain Hunt's company thereon. General Scott yielded without hesitation, what Captain Pickett defiantly refused, viz: joint occupation by a limited number of soldiers until the boundary question was definitely adjusted.

In 1860 Major Haller was assigned to Fort Mojave, Arizona. He took his family with him, and his wife, being the first officer's wife ever seen by the Mojave Indians, was regarded with great curiosity,and her presence was construed as a friendly sign toward them. The head chief of the Mojaves, known as Iratabi, a magnificent representative of his tribe—a man tall of stature, good looking and of pleasant address—made an early call upon Commandant Haller with his band of warriors and most peaceful and agreeable relations were established between them and the whites which continued throughout Major Haller's stay at Fort Mojave. After the fort was broken up by the withdrawal of Major Haller's command to the East, such was the friendly feeling which existed between the Indians and the miners in that section—caused largely by Major Haller's just treatment of the Indians—that the miners felt no apprehensions for their safety and remained to pursue their mining operations.

Early in 1861 Major Haller's company was ordered to San Diego, California, to relieve Major Armistead, who, together with his first lieutenant, had resigned his commission. From thence Haller's command was ordered to New York to join the army which was then being organized by General McClellan. He found upon arriving at the East that he had been promoted to be major of the Seventh Infantry, September 25th, 1861. This regiment had become prisoners of war in Texas and was not at liberty to fight the enemy until exchanged. Thereupon Haller reported to General McClellan, who attached him to the provost-marshal-general's staff (General Andrew Porter). Shortly after, he was appointed commandant-general of the general headquarters, on General McClellan's staff. The Ninety-Third Regiment of New York volunteers was placed under his command as the general headquarters guard, and, when required, as guard to prisoners of war captured upon the field. Major Haller was thus employed throughout the Virginia and Maryland campaign under General McClellan, and the subsequent campaign of General Burnside and for a short time under General Hooker. He was then designated provost-marshal-general for the state of Maryland, but upon the invasion of Pennsylvania by General Lee's army, he was attached to General Couch's staff, whose headquarters were at Harrisburg, Pennsylvania. He was detached to York and Gettysburg to muster in volunteers, to get all the information possible of the movements of the Confederate army, and to order the citizens to remove their horses, wagons and farm stock across the Susquehanna, as General Couch apprehended a visit in that direction from the rebel army.

In the latter part of July, 1863, General Couch received orders to relieve Haller, who, upon reporting to the adjutant general, United States army, received the surprising information that he had been dismissed "for disloyal conduct and the utterance of disloyal sentiments." Astonished beyond measure and feeling the injustice of the charge, he demanded a hearing that he might be confronted by his accusers. All appeals for an inquiry into his case were, however, peremptorily refused. It was at a time of intense excitement, the war for the preservation of the Union had reached a critical period, and the least suspicion against the loyalty of an officer, however unjustly obtained, was readily accepted as truth with little or no investigation. Major Haller, keenly feeling the disgrace placed upon him, vainly implored those in authority to right the wrong done him, but in the great excitement of the hour no attention was paid to his appeals. A grave wrong to a true soldier of his country was thus consummated and permitted to remain uninvestigated through the neglect and indifference of those in authority able to undo what spite and intense partisan hatred had accomplished. Year after year, long after the war had closed, Major Haller continued to ask that a hearing should be given him that he might disprove the charges brought against him. At last his earnest appeal was granted and by joint resolution of Congress, March 3, 1879, sixteen years after his dismissal, he was allowed a court of inquiry. He was tried at Washington City, where the official papers in his case were submitted to the court, and where, for the first time, he was permitted to read the original order of his dismissal. It was written on a small wrapper around Senator Covode's letter, inclosing one urging Haller's dismissal. The order was in these words:

"Major G. O. Haller, Seventh infantry, will be dismissed the service for disloyalty, and the utterance of disloyal sentiments.

By order of the Secretary of War:

[SIGNED] JAMES A. HARDIE,
Assistant Adjutant General."

General Townsend, adjutant general, in orders falsely stated that Haller was dismissed by the president, knowing that the secretary of war could not dismiss.

Fortunately for Major Haller, after this long lapse of time, there were those still living who were intimately associated with him in the Army of the Potomac—one being present at the time the alleged cause for dismissal was committed. Among them were General Couch and Major Charles J. Whiting, both of whom had retired to civil life. General Couch was pefectly familiar with Major Haller's conduct at York, and Major Whiting was in Haller's tent at the time the alleged disloyal sentiments were uttered. When the court convened both appeared. General Couch, when asked, "Did Major Haller discharge his duty to your satisfaction, and how did you regard him?" answered: "Major Haller's services while on duty with me were wholly and entirely satisfactory. I do not think there were any of the fighting generals of the Army of the Potomac, if they had been in York, in the position of Major Haller, that could have done any better than he did. I thought so then and I think so now." On cross examination he was asked: "Do you consider that your intercourse with Major Haller was of that familiar nature, during that time, that you could have discovered sentiments of disloyalty had they existed with him?" He answered: "I do not know how I can answer that question, except by saying that I cannot conceive that a man could do what Major Haller did for the country and at the same time be disloyal." Major Whiting, one of the three present when, it was claimed, Major Haller gave expression to disloyal sentiments, testified that he did not consider the remarks then made as indicating that Major Haller was disloyal, and that his dismissal, based on the conversation then held, every word of which he plainly heard, not only greatly surprised him at the time, but that he then and still thought it wholly unwarranted.

The investigation of the matter was continued for several days, many witnesses were examined and the most searching inquiry was made of all the facts in the case. The findings of the court, after this careful and thorough investigation, concluded as follows: "The court finds that Major Granville O. Haller, late Seventh United States Infantry, was dismissed for disloyal conduct and disloyal sentiments on insufficient evidence, wrongfully, and therefore, hereby, by virtue of the authority constituting it, does annul said dismissal published in 'S. O. No. 331, dated War Dept., A. G. O., Washington, D. C., July 25, 1863.'"

Major Haller's vindication was thus made full and complete. The stigma on his name, the reflection upon his honor and patriotism, which he had so long unjustly borne was removed and a great wrong was at last righted. The proceedings and findings of the court were approved by President Hayes, and the senate confirmed Major Haller's nomination as colonel of infantry in the United States Army, to rank from February 19, 1873. Subsequently a vacancy occurred by the death of Colonel Jeff. C. Davis, Twenty-Third Infantry, when the senate confirmed the assignment of Colonel Haller to this regiment, and thus he received a second commission to date from December 11, 1879. Colonel Haller continued in command of this regiment until February 6, 1882, when he was retired, being over sixty-three years of age.

From the time of his dismissal until his re-instatement as colonel, Major Haller and family resided in Washington Territory. For a time they lived on his farm on Whidby Island. He then engaged in the mercantile business in connection with a water-power sawmill. The latter, situated at the mouth of Chimicum creek, near Port Townsend, he had received for a debt. It proved a most unprofitable enterprise. Later on, having established a branch store on Whidby Island, he disposed of his interests at Port Townsend and located his family at Coupeville. This was at a time when comparatively little had been done to develop the rich agricultural resources of this fertile island. Most of the settlers who came had little beyond their physical vigor to aid in making a home. Major Haller, to encourage the development of the country, began to supply them with provisions while clearing the public lands, giving credit in many cases from year to year until they had means to pay. His customers were not confined to Whidby Island, but came from the Swinomish flats, the Skagit river, around the jam and above, and from the flats about Centerville (now Stanwood), on the Stoluckwamish river. So liberal was he in supplying the settlers that when he closed up his business to return to the army, he found himself heavily in debt. In many instances he had been forced to take unimproved land in payment for supplies, which at the time were comparatively worthless, as public lands could be had by simply locating upon them, and improved lands could not be sold for half the cost of the improvements. During recent years, however, the lands he then obtained have become valuable, and what he at one time considered worthless has secured for him a handsome competency.

Upon being retired in 1882 Colonel Haller located with his family in Seattle, where his eldest son, G. Morris Haller, had already gained prominence as a lawyer, and as the organizer of extensive business enterprises. This son was admitted to the bar in 1875, and for two years was city attorney of Port Townsend. He came to Seattle in 1881, where, besides gaining prominence in his profession, he became one of the foremost men of affairs. He was one of the organizers of the Seattle, Lake Shore & Eastern railway company, was a large property owner and took a leading part in all the important enterprises which have made Seattle the metropolis of Washington. With Dr. T. T. Minor and E. Louis Cox he was accidentally drowned in 1889. His loss to Seattle was indeed a public calamity and was so viewed by every resident of the city. The other members of Colonel Haller's family consist of his wife, Henrietta Maria Cox, whom he married in 1849; Theodore Newell Haller, his son, a lawyer by profession; his younger daughter, Charlotte Eleanor Haller, and two grandchildren of his eldest daughter, Alice Mai H. Nichols, deceased, late wife of Lieutenant William A. Nichols, Twenty-third United States infantry, the son of Adjutant General William A. Nichols, United States Army. The family residence, a large and commodious dwelling on Twelfth street, occupies one of the most eligible residence sites in the city. The view it commands of mountains, sound and lakes is unsurpassed. Here, surrounded by his family and friends, Colonel Haller is passing quietly and contentedly the evening of a life of many vicissitudes. Respected and esteemed by all who know him and fortunate in the possession of health and physical vigor unusual to one of his years, he is happy in the thought that he will bequeath to his children a name unassociated with dishonor.

BAGLEY, DANIEL, was born in Hayfield township, Crawford county, Pennsylvania, September 7, 1818, his parents, David and Betsy Bagley, having moved there from Central New York a few years before. Pennsylvania was then a heavily wooded region, and the subject of this sketch, during his boyhood and youth, aided his father in clearing a farm and cultivating the same. The district school, kept in a little log cabin, afforded him the sole means of education, and only in the winter months could he be spared to pursue his studies. He made such good use of his opportunities that at eighteen he began to teach school in the same and adjoining districts. At about twenty he went to Caledonia Springs, near Rochester, New York, and engaged in farming and wood chopping for about a year. On his return home he gave all of his small earnings, except seventy-five cents, to his father. He then earned enough to take him to Kentucky, near Covington, and at Big Bone Lick, he taught for about four months a private, open school, after the custom of that region. School would open as early in the morning as teacher and pupils could get to the school house, not later than 8 a. m., and continue, except at recess and noontime until about 5 p. m. Every scholar studied "out loud" to enable the pedagogue to know if each individual youngster was studying and whether he was studying correctly. The benches and desks were of split logs, with the flat sides surfaced with a broadaxe, and pegs driven into auger holes for legs. He returned to the old home in Pennsylvania in the summer of 1840.

Jeremiah and Nancy Whipple moved from Massachusetts about 1810 and settled near the Bagley farm, and their eldest daughter, Susannah R., and young Daniel attended the same schools and grew to manhood and womanhood together. Their acquaintance here ripened into love and on August 15, 1840, they were united in marriage.

A few days later they started for the prairies of Illinois, and there settled on a claim near Somanauk. The husband farmed and taught school for two years, while the wife performed the household duties of their small and primitive cabin. In 1842 Mr. Bagley was admitted into the ministry of the Methodist Protestant church, and for ten years was engaged in active ministerial work, nominally being stationed at one place each year, but in reality traveling summer and winter from the south, near Springfield, to the northern boundaries of the state. Buffalo and Indian trails then gridironed the broad and thinly settled prairies, and were not succeeded by the iron rails of the early railroads of the state until 1850 and the decade succeeding. At Princeton, Bureau county, the first home of the still young couple was established.

A large number of earnest, independent spirits had settled in this region, and the anti-slavery agitation that was then beginning to attract public attention drew these together, and Princeton became the center of the movement for the surrounding region. Owen Lovejoy, whose brother had been murdered at Alton, Illinois, a few years before by the pro-slavery element, occupied the pulpit of the Congregational church there regularly, and Mr. Bagley's church stood but a few rods away, and they united in religious and philanthropical work. They made several tours into the surrounding country and time and again their anti-slavery meetings were disturbed and broken up by the pro-slavery roughs of the day. At Peoria they were rotten-egged out of the court house and out of the public grounds. During the closing years of the forties and early in the fifties California and Oregon attracted a great deal of attention, and the more enterprising of the younger generation began the westward movement that has for forty years gone on in an ever-swelling tide. In 1852, Rev. Daniel Bagley was chosen by the board of missions of his church as missionary to Oregon, which then extended from the summit of the Rocky mountains to the Pacific ocean, and from California to the line of the British possessions. On the 20th of April, 1852, a wagon train started from Princeton, westward. In that train were the subjects of this sketch, also Judge Thomas Mercer and family, Dexter Horton, Esq. and family, and William H. Shoudy, Esq., now of Seattle, and Mr. Aaron Mercer and wife, now of Renton, this county. This train crossed the Missouri river May 22, 1852, at Kanesville, Iowa, opposite the present site of Omaha. Thousands of Indians were camped at that point, and from there until the emigrants reached the Dalles, their way was through an Indian country. Those moving to the Pacific coast that year were an army in numbers, so that the danger from Indians was not serious, but the hardships and sufferings of the emigrants were increased. The difficulties of securing water and feed for the stock were great and cholera became epidemic. However, the fifteen or twenty families of this particular train, after nearly five months of almost constant travel, arrived at the Dalles, on the Columbia river, without the loss of one of their number and with, practically, all their wagons and stock. Here they separated, only two or three families accompanying Mr. and Mrs. Bagley to Salem, Oregon, where they ended their journey September 21, 1852.

Mr. Bagley at once began active ministerial and missionary work, and labored unremittingly in all parts of the Willamette valley the next eight years. He established about a score of churches and probably half that number of church edifices were built mainly through his instrumentality. This was long prior to the advent of telegraphs and railroads, and the conveniences and comforts of modern travel. His labors extended from the Umpqua on the south to the Columbia river on the north, and it was rare indeed that he remained at home twenty days in succession and, in fact, a large part of these eight years was employed in itinerant work, traveling through heat and dust, rain, snow, mud and floods, by day and night, nearly entirely on horse back, so that at forty years of age his constitution was greatly impaired by exposure and overwork.

During all their married life Mrs. Bagley had been an invalid, and in October, 1860, the family removed from near Salem to Seattle, hoping the change of climate would prove beneficial to both of them. The trip was made entirely overland in a buggy—except from Portland to Monticello—and the trip that can now be made in as many hours, required ten days to accomplish. They brought the number of families in the village up to an even twenty.

The unbroken forest began where the postoffice on Columbia street now stands, and at no point was it more than 250 yards from the waters of the bay.

Mr. Bagley was again the pioneer minister of his church in this region and for most of the time, covering the war of the rebellion, he was the only clergyman sta-

Edward C. Kilbourne

tioned here. A small church house, unceiled and unplastered, had been put up several years before by Rev. D. E. Blaine, but the Methodist Episcopal church had no minister here, so Mr. Bagley and a small band of worshipers gathered there. Early in 1865 the historic "Brown church" was built at the corner of Second and Madison streets, and Mr. Bagley's manual labor and private purse contributed largely to that work.

From the time of his arrival in Seattle in 1860, until 1871, besides regular ministerial work Mr. Bagley was among the foremost in all efforts for the advancement of the material interests of the place. His connection with the building of the Territorial University and the opening of the Newcastle coal mines is referred to at considerable length elsewhere in this work and will not be recited here, though it will be proper to emphasize the declaration that to him justly belongs, to an eminent degree, the credit of securing to the claimants their titles to the coal lands at Newcastle and at Squak, and the pioneer work in developing the mines at the former place. A large share of his time and all of his small private fortune were devoted to the work, and after the Seattle Coal company had reached the end of its tether he pledged his personal credit and saved the company from bankruptcy.

During the civil war he took an earnest and active part in politics, not as a candidate, but as a director and leader, first in the Union party and then in the Republican party, and from 1860 until about 1875, he attended nearly all county and territorial conventions as a delegate, and also did a good deal of editorial work for some of the earlier papers in Seattle and the *Puget Sound Courier* of Olympia.

Early in life he became a member of the F. and A. Masons, and soon after his arrival in Seattle joined in the institution of St. John's Lodge, was chosen master of that lodge and soon after received the honor of an election as grand master of the territorial grand lodge. He has always maintained his connection with the order, but for many years has not attended its sessions.

From the time of the organization of the Methodist Protestant church in Seattle until the year 1885, a period of a little more than twenty years, he was continued as pastor. Since his resignation in 1885, he has done a great deal of ministerial work, and under his direction and as a result of his efforts small churches have been built at Duwamish, Renton, Ballard and Yesler, and during much of this time he has made weekly trips to and conducted religious services at some one of these places. Early in the fifties the annual conference of the M. P. church was organized in Oregon The churches in Seattle have remained a part of that organization, and for much of this long period he has been continued as president of that body, and several times has gone to the eastern states as delegate to the general conference of the state organizations. The church that he instituted on the Pacific coast, and which has had local churches organized in Oregon, Washington and California, has never gained much numerical strength, and its continued existence here has been mainly owing to his vigorous personality and efforts, until comparatively recent times, when he was reinforced by other ministerial support of ability and influence.

Early in January, 1862, while visiting in Olympia, Mrs. Bagley slipped on an icy sidewalk, fell and injured herself so severely that she has had to use crutches ever since. During the last half century she has scarcely known a day free from illness and pain, but all these years she has been cheerful and patient and borne the cares and performed the duties of a clergyman's wife to the best of her ability and without complaint, and has indeed been a loving helpmeet. Much of the time compelled to remain at home, often with a child of infant years her sole companion, and denied the society of her husband—not having the physical strength to accompany him—she shared little in the romance and adventure of pioneer life, but all the burdens of a pioneer's wife fell upon her with added weight.

To them was first born a daughter, who died an infant. November 30, 1843, Clarence B., their only son, was born. He is now a resident of Seattle. In 1865 he was married to Alice, the daughter of Hon. Thomas Mercer, one of the earliest pioneers of this place, and they, with their family of five children, and the grandfather and grandmother Bagley all live near each other in the northern part of the city. Here in their declining years, having reached more than the allotted space, the subject of this sketch and his wife have a lovely home and enjoy the comforts of civilization, of which they were in the vanguard the first three-score years of their lives, and at seventy-two years of age they are apparently as strong as during the past ten years and more, and may be expected to remain with their friends and loved ones for years to come.

WHITWORTH, GEORGE F., clergyman, was born in Boston, England, March 15, 1816. He came with his parents to the United States when he was twelve years of age. Commencing a classical course of study at the age of seventeen at Hanover College, Indiana, he was graduated there in 1838 at the age of twenty-two. After leaving college he engaged for a while in teaching, and afterward studying law, practiced at Charlestown, Indiana, until the year 1842, when he turned his attention to Theology, and spent three years at the New Albany Theological Seminary, since removed to Chicago, and now known as the McCormick Theological Seminary. His first ministerial work was at Corydon, Indiana, where he spent a short time and then removed to Cannelton, Indiana, where he organized the Presbyterian church and erected a house of worship. He had the charge of this church and of the church at Harrisville, Kentucky, until the year 1853. In the spring of that year he left with a colony for Puget Sound, then a part of Oregon, crossing the plains with ox teams, requiring as many months to reach the Pacific as it now requires days. Reaching Portland, Oregon, too late in the season to take a family across the country to Puget Sound, the winter of 1853–54 was passed there. Here the colony separated to make provision for themselves and families during the winter. Becoming thus widely scattered, they never came together again. While at Portland, Mr. Whitworth assisted in organizing the First Presbyterian church of that city, and ministered to it until February 1854, when leaving his family at Portland, he started for Olympia, and was the first Presbyterian minister to cross the Columbia river and come northward The Territory of Washington had just been separated from Oregon. When he reached Olympia the first Territorial Legislature was in session. Traveling from Portland at that time was very different to what it is now. Then and for some years afterward, a steamboat ran from Portland to Monticello, a short distance above the mouth of the

Cowlitz river. This usually took one day. The next day was devoted to the journey by canoe up the river about fifteen miles, to a noted stopping place kept by a Mr. Gardner, who had earned for himself the soubriquet of Mr. Hardbread by which he was known far and near, by reason of the provender with which he very largely fed his guests. Hardbread, salmon and potatoes constituted the bill of fare. Occasionally, when ladies would stop, a slight addition was made to their diet in the shape of black strap, a very cheap article of molasses, which was not remarkably tempting either to the sight or taste.

Continuing up the river by canoe about fifteen miles further to the Cowlitz landing, a few miles above Olequa, required another day. There was not then any stage or public conveyances across the country, horses were not easily to be obtained, so that Olympia had to be reached by a two-day's walk.

In the month of May he removed his family to Olympia, or rather to a place about one and a half miles below, where he pitched a tent and built a split board shanty, which answered for a summer residence until a better house could be erected. In November of that year he organized at Olympia the first Presbyterian church which was established in the territory, and in the early part of 1855 the second one, which included the neighborhoods of Grand Mound and Chehalis. During the Indian war of 1855-56 he traveled to supply the latter church, having two stations, one at Grand Mound, and Chehalis, where Claquato now stands, a distance of from twenty-five to forty miles, twice a month, through a deserted region nearly all the way, the families having all fled from their homes to the forts, which had been erected at Grand Mound and Claquato.

Owing to the very limited means of the early settlers, the outbreak of the Indians already referred to, and the slender allowance made at the time by the board of home missions, he found it necessary, in order to support himself and family to engage temporarily in other pursuits. This was done without abandoning the work of the ministry, but it necessarily curtailed his missionary work. Besides having taught school he has held the following official positions in the territory of Washington: County superintendent of common schools for several terms, first in the county of Thurston, and afterward in King; United States deputy surveyor; county surveyor of King; city surveyor of Seattle; deputy collector of customs for the Puget Sound district; twice president of the territorial university; twice chief clerk of the superintendency of Indian affairs; secretary of the commission which made the second treaty with the Nez Perces at Lapwai in 1862.

He also, in company with Rev. D. Bagley, Philip H. Lewis, and others undertook the opening of the coal mines now belonging to the Oregon Improvement Company. This was begun first by building a wagon road from Lake Washington to Coal creek, then hauling the coal to the lake and transporting the same in a small boat across to Fleaburg or where the power-house of the Yesler avenue cable road now stands, thence by wagon to town, bringing in some three or four tons per day, the cost of which for mining and transportation was from six to seven dollars per ton.

He has at different times written in regard to the coal deposits of Washington, both for home and other papers, having full confidence from an early day in the extent and richness of this important factor in the future growth and wealth of the state.

In an ecclesiastical capacity he served as the first moderator of the following named bodies: Presbytery of Puget Sound, organized in 1858; the Synod of the Columbia, in 1876, and the Synod of Washington, in 1890. He was twice elected stated clerk of the Synod of the Columbia, serving from 1880 to 1889. He has been for twelve years past, and still is at the time of this writing, 1891, the stated clerk of the Presbytery of Puget Sound. The degree of D. D. was conferred upon him by Hanover College, his *Alma Mater*, in 1890.

HANFORD, C. H. No enumeration of the moral and intellectual forces that have combined to make the new state of Washington what it is, could be complete that made no mention of those who have aided in making the laws of the state, who have seen them executed, and who have held the scales of justice in the higher courts of the territory and state. Among the men who have been thus engaged, Judge C. H. Hanford must be awarded a prominent place. He is a self-made man, inheriting from his ancestors only those qualities of mind and heart that have enabled him to command success. His family name indicates its English origin, and on his mother's side there was some blood connection with that people of iron will who, while under the name of Hugenots, were driven from France. His father was a farmer in Van Buren county, Iowa, and there C. H. Hanford was born in 1849. In 1853 the elder Hanford determined to abandon Iowa with his young family, and follow the course of empire to the far west. He reached Puget Sound and took up a donation claim beside a sawmill, around which clustered a few log cabins. That is but thirty-eight years ago, yet the elder Hanford, who died in 1884, lived long enough to see the logging camp beside which he had located, become the beautiful city of Seattle. Its prosperity, and the consequent enhancement of his property in value, finally made good to him heavy losses which he sustained by Indian depredations, and the interruption of business incident to the Indian war of 1855–56, by which he was impoverished, during the years in which his sons were growing to manhood.

In his childhood, the subject of this sketch acquired the first rudiments of learning in the village school of Seattle. When he was twelve years of age the family removed to San Francisco. There he took a course in a commercial college, otherwise he is entirely self-educated. During his youth he acquired knowledge in a practical way, by working in factories, in stores and in offices, in whatever capacity he could obtain employment, and at the same time devoted his evenings to the study of books. This habit of night study he has continued through life. In 1866 his people returned to Seattle, and young Hanford was employed for two years carrying the mail to Puyallup. Twenty years ago that employment was not devoid of danger, and he needed a brave heart and a good horse to make the weekly trip over his route, which was then for the most part a mere trail through a gloomy forest. Abandoning mail carrying, he took for a time to farming, and then went to Walla Walla. He taught a country school in Walla Walla county for some time, worked on farms there and on Black river, and then entered a lawyer's office in Seattle. He read law in G. N. McConaha's office in 1873, and was admitted to the bar in February, 1875. In 1875 he was appointed United States Commissioner, and held that office until the following year, when he was elected to the territorial council. After a single term as a member of the legislature, he declined to be a candidate for re-election, and gave his undivided attention to the duties of his profession. In 1882 the city of Seattle became his client, by placing Mr. Hanford in office as city attorney, to which position he was again elected in 1884, and again in 1885. United States Senator J. B. Allen was United States attorney for Washington Territory in 1881, and in that year showed his appreciation of Mr. Hanford by securing his appointment as assistant United States attorney, which position he held until he resigned it, more than a year after Mr. Allen had been retired by the change in administration, which occurred in 1885.

Meanwhile his practice was growing, his careful and painstaking presentation of every case entrusted to him by a client had extended his influence and reputation, and when General Harrison assumed the reins of office, in March, 1889, C. H. Hanford was at once chosen chief justice of this territory. His office lapsed on the inauguration of the machinery of state government, but the President has again appointed him United States Judge for the district of Washington

Judge Hanford is an unpretentious and unassuming man. Remarkably quiet and modest, he has allowed his work and integrity to speak for him, and it is little to say of him that he enjoys, irrespective of party, the universal respect of the people of Seattle and of the state. Indeed, he is an example of how talent and worth will come to the front in spite of numerous obstacles. Brought to Washington when a child, he has grown up with the country, and he is proud of it. The year he was called to the practice of law he married Miss Clara Baldwin of Olympia, herself a native of the territory, and their four girls and three boys are equally proud of their young and beautiful country.

At the last election under the territorial regime, the Republicans of Washington Territory were determined to regain the ground which they had lost by having been defeated in the two preceding elections by the Democrats. This they accomplished, and emphasised their victory by a majority of nearly eight thousand under the leadership of C. H. Hanford, who, as chairman of their executive committee, managed the campaign.

This brief sketch of the career of Judge Hanford would not be complete without special reference to those qualities that from the very first gave him prominence and success at the bar. He tried his first case at the term at which he was admitted, and his success was instantaneous. In the trial of his first case he displayed all the skill, fertility of resources, and self-possession of a veteran lawyer. At a single bound he sprang into position at the bar which is usually attained only after years of toilsome practice. He is a born lawyer, if there ever was one. He has what the lawyers call a "legal mind." The somewhat artificial reasoning of the law is to him an easy, natural, orderly and logical formula. The logical faculty in him is singularly well developed. Once his premises are established, his conclusion is a necessary sequence without a hitch or a break. It was always a pleasure to listen to his law arguments. While he was a formidable antagonist before a jury, still his great strength lay in his presenting his case to the court. His statement of the case was always clear, logical and convincing. From the time of his admission to the bar up to the day of his appointment as chief justice of the supreme court of the Territory of Washington, he has had a large and varied practice, and for the last ten years he has been recognized as one of the leading lawyers of the territory and state. His professional career has been distinguished by untiring industry, strict integrity of purpose and unswerving fidelity to his clients. He possesses in an eminent degree the qualities that go to make up a successful lawyer—a dauntless spirit, great personal bravery, untiring industry, high integrity, and unquestioned fidelity to his clients. He has, moreover, a judicial cast of mind, as was very clearly manifested during the short period in which he held the position of chief justice of the supreme court of the territory. He brought to the discharge of those duties patience, industry, impartiality and adequate legal learning, which made him a most excellent and satisfactory judge.

SMITH, DR. HENRY A. Much has already been related in these pages concerning the connection of Dr. Henry A. Smith with the earlier and later history of Seattle. He belonged to that small band of state builders who, in the early fifties, came to this portion of Puget Sound and through many privations and discomforts not unattended with dangers, laid the foundations and have since largely aided in the building of a city already great and destined to be one of the foremost cities of our country.

In a recent periodical there appeared a biographical sketch of Dr. Smith which, with slight changes, is here re-produced. He was born in 1830 near Wooster, Wayne county, Ohio. His father was a Baptist minister by profession and was of German descent, while his mother was a Virginian lady, of the family of Teaff. He received a common school education, but the influence of a refined mother and an educated father was of infinitely greater service than the inferior common schools of those days in shaping and giving a proper direction to his intellectual pursuits. From his parents he therefore imbibed a taste for learning and science which was further developed at Allegheny College, Pennsylvania. Here he also began the study of medicine which was afterwards prosecuted at Cincinnati. In 1852 he joined the stream of youth that was journeying West. California, with her gold fields, was the objective point, but when the Nevada mountains were reached, some happy chance turned the footsteps of the young physician towards the Willamette valley, and he arrived at Portland, Oregon, in 1852.

Portland was not the city of wharfs and warehouses and luxurious villas that it is to-day, but a logging camp of some hundreds of people, and young Smith hied himself elsewhere. He reached Olympia at the close of the year 1852, and then took ship down Puget Sound. The poetical element in him was ripe, and he realized to the full the enchanting loveliness of the wooded shores and distant mountains whose beauty was reflected in the dark blue waters of Puget Sound. There he resolved to dwell, there he resolved to build him a home, and he chose a claim on one of the Sound's tiny bays whereon to settle. The bay naturally took his name and is known as "Smith's Cove." To the south of Smith's Cove there was a large bay, beside which there was a thriving sawmill and a few log cabins. Dr. Smith became physician to the little settlement which has since grown to be the wonderful city of Seattle. In 1855 he spent nine months as surgeon in the Indian war. He was an able medical man and a poet of no ordinary talent, a rare scholar and a good writer, and his varied talents were utilized to the full to build up the country and the people where he had cast his lot. He was the first person to call attention to the value of tide lands, which he did by a series of articles contributed to the territorial press. He was the first superintendent of schools of the county, and he ably represented it in the territorial legislature. He served three terms in the house and two terms in the council, of which he was president for one term. His old colleagues still speak of the tact and courtesy of Dr. Smith as the presiding officer of the council, and preserve for him the warmest friendship. He never sought office, never asked for a vote and was never defeated at the polls.

Meanwhile, he had married Miss Phelan, a Wisconsin lady, at Portland, to whom were born one son and seven daughters.

Dr. Smith has long since retired from professional practice, and devotes all his time to literature, his family and the handling of his extensive property.

He is proud of the people and the city which he has done so much to build up, and when he passes from the scene of his long career to the silence and oblivion of the tomb, there will go with him the prayers and love of a multitude that revere him for his kindness and simplicity.

Among the contributions of Dr. Smith to the press of Washington have been many valuable historical reminiscences. Among the most interesting of these was that published in the Seattle *Sunday Star* of October 29, 1887, which is here reproduced both because of its interest to citizens of Seattle and because of its historic value:

> Old Chief Seattle was the largest Indian I ever saw, and by far the noblest looking. He stood nearly six feet in his moccasins, was broad shouldered, deep chested and finely proportioned. His eyes were large, intelligent, expressive and friendly when in repose, and faithfully mirrored the varying moods of the great soul that looked through them. He was usually solemn, silent and dignified, but on great occasions moved among assembled multitudes like a Titan among Lilliputians, and his lightest word was law.
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> When rising to speak in council or to tender advice, all eyes were turned upon him, and deep-toned, sonorous and eloquent sentences rolled from his lips like the ceaselsss thunders of cataracts flowing from exhaustless fountains, and his magnificent bearing was as noble as that of the most cultivated military chieftain in command of the forces of a continent. Neither his eloquence, his dignity or his grace was acquired. They were as native to his manhood as leaves and blossoms are to a flowering almond.
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> His influence was marvellous. He might have been an emperor but all his instincts were democratic, and he ruled his loyal subjects with kindness and paternal benignity.
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> He was always flattered by marked attention from white men, and never so much as when seated at their tables, and on such occasions he manifested more than anywhere else the genuine instincts of a gentleman.
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> When Governor Stevens first arrived in Seattle and told the natives that he had been appointed Commissioner of Indian affairs for Washington Territory, they gave him a demonstrative reception in front of Dr. Maynard's office, near the water front on Main Street. The Bay swarmed with canoes and the shore was lined with a living mass of swaying, writhing, dusky humanity, until old Chief Seattle's trumpet toned voice rolled over the immense multitude, like the startling reveille of a bass drum, when silence became as instantaneous and perfect as that which follows a clap of thunder from a clear sky.
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> The Governor was then introduced to the native multitude by Dr. Maynard, and

at once commenced, in a conversational, plain and straightforward style, an explanation of his mission among them, which is too well understood to require recapitulation.

When he sat down, Chief Seattle arose, with all the dignity of a senator who carries the responsibilities of a great nation on his shoulders. Placing one hand on the Governor's head, and slowly pointing heavenward with the index finger of the other, he commenced his memorable address in solemn and impressive tones:

Yonder sky has wept tears of compassion on our fathers for centuries untold, and which, to us, looks eternal, may change. To-day it is fair, to-morrow it may be overcast with clouds. My words are like the stars that never set. What Seattle says the great chief, Washington, (the Indians in early times thought that Washington was still alive. They knew the name to be that of a president, and when they heard of the president at Washington they mistook the name of the city for the name of the reigning chief. They thought, also, that King George was still England's monarch, because the Hudson bay traders called themselves "King George men." This innocent deception the company was shrewd enough not to explain away for the Indians had more respect for them than they would have had, had they known England was ruled by a woman. Some of us have learned better.) can rely upon, with as much certainty as our pale-face brothers can rely upon the return of the seasons. The son of the white chief says his father sends us greetings of friendship and good-will. This is kind, for we know he has little need of our friendship in return, because his people are many. They are like the grass that covers the vast prairies, while my people are few, and resemble the scattering trees of a storm-swept plain.

The great, and I presume also good, white chief sends us word that he wants to buy our lands but is willing to allow us to reserve enough to live on comfortably. This indeed appears generous, for the red man no longer has rights that he need respect, and the offer may be wise, also, for we are no longer in need of a great country. There was a time when our people covered the whole land as the waves of a wind-ruffled sea cover its shell-paved floor. But that time has long since passed away with the greatness of tribes almost forgotten. I will not mourn over our untimely decay, nor reproach my pale-face brothers with hastening it, for we, too, may have been somewhat to blame.

When our young men grow angry at some real or imaginary wrong and disfigure their faces with black paint, their hearts, also are disfigured and turn black, and then their cruelty is relentless and knows no bounds, and our old men are not able to restrain them.

But let us hope that hostilities between the red man and his pale face brothers may never return. We would have everything to loose and nothing to gain.

True it is that revenge, with our young braves, is considered gain, even at the cost of their own lives, but old men who stay at home in times of war, and old women who have sons to lose, know better.

Our great father Washington, for I presume he is now our father as well as yours, since George has moved his boundaries to the north; our great and good father, I say, sends us word by his son, who, no doubt, is a great chief among his people, that if we do as he desires, he will protect us. His brave armies will be to us a bristling wall of strength, and his great ships of war will fill our harbors so that our ancient enemies far to the northward, the Simsiams and Hydas, will no longer frighten our women and old men. Then he will be our father and we will be his children. But can this ever be? Your God loves your people and hates mine; he folds his strong arms lovingly around the white man and leads him as a father leads his infant son, but he has forsaken his red children; he makes your people wax strong every day, and soon they will fill the land; while our people are ebbing away like a fast-receding tide, that will never flow again. The white man's God cannot love his red children or he would protect them. They seem to be orphans and can look nowhere for help. How then can we become brothers? How can your father become our father and bring us prosperity and awaken in us dreams of returning greatness?

Your God seems to us to be partial. He came to the white man. We never saw Him; never even heard His voice; He gave the white man laws but He had no word

A. H. Griffith

for His red children whose teeming millions filled this vast continent as the stars fill the firmament. No, we are two distinct races and must ever remain so. There is little in common between us. The ashes of our ancestors are sacred and their final resting place is hallowed ground, while you wander away from the tombs of your fathers seemingly without regret.

Your religion was written on tables of stone by the iron finger of an angry God, lest you might forget it. The red man could never remember nor comprehend it.

Our religion is the traditions of our ancestors, the dreams of our old men, given them by the great Spirit, and the visions of our sachems, and is written in the hearts of our people.

Your dead cease to love you and the homes of their nativity as soon as they pass the portals of the tomb. They wander far off beyond the stars, are soon forgotten and never return. Our dead never forget the beautiful world that gave them being. They still love its winding rivers, its great mountains and its sequestered vales, and they ever yearn in tenderest affection over the lonely hearted living and often return to visit and comfort them.

Day and night cannot dwell together. The red man has ever fled the approach of the white man, as the changing mists on the mountain side flee before the blazing morning sun.

However, your proposition seems a just one, and I think my folks will accept it and will retire to the reservation you offer them, and we will dwell apart and in peace, for the words of the great white chief seem to be the voice of nature speaking to my people out of the thick darkness that is fast gathering around them like a dense fog floating inward from a midnight sea.

It matters but little where we pass the remainder of our days. They are not many. The Indian's night promises to be dark. No bright star hovers about the horizon. Sad-voiced winds moan in the distance. Some grim Nemesis of our race is on the red man's trail, and wherever he goes he will still hear the sure approaching footsteps of the fell destroyer and prepare to meet his doom, as does the wounded doe that hears the approaching footsteps of the hunter. A few more moons, a few more winters and not one of all the mighty hosts that once filled this broad land or that now roam in fragmentary bands through these vast solitudes will remain to weep over the tombs of a people once as powerful and as hopeful as your own.

But why should we repine? Why should I murmur at the fate of my people? Tribes are made up of individuals and are no better than they. Men come and go like the waves of the sea. A tear, a tamanamus, a dirge, and they are gone from our longing eyes forever. Even the white man, whose God walked and talked with him, as friend to friend, is not exempt from the common destiny. We *may* be brothers after all. We shall see.

We will ponder your proposition, and when we have decided we will tell you. But should we accept it, I here and now make this the first condition: That we will not be denied the privilege, without molestation, of visiting at will the graves of our ancestors and friends. Every part of this country is sacred to my people. Every hillside, every valley, every plain and grove has been hallowed by some fond memory or some sad experience of my tribe. Even the rocks that seem to lie dumb as they swelter in the sun along the silent seashore in solemn grandeur thrill with memories of past events connected with the fate of my people, and the very dust under your feet responds more lovingly to our footsteps than to yours, because it is the ashes of our ancestors, and our bare feet are conscious of the sympathetic touch, for the soil is rich with the life of our kindred.

The sable braves, and fond mothers, and glad-hearted maidens, and the little children who lived and rejoiced here, and whose very names are now forgotten, still love these solitudes, and their deep fastnesses at eventide grow shadowy with the presence of dusky spirits. And when the last red man shall have perished from the earth and his memory among white men shall have become a myth, these shores shall swarm with the invisible dead of my tribe, and when your children's children shall think themselves alone in the field, the store, the shop, upon the highway or in the silence of the woods they will not be alone. In all the earth there is no place dedicated to solitude. At night, when the streets of your cities and villages shall be silent, and you think them deserted, they will throng with the returning hosts that once filled and still love this beautiful land. The white man will never be alone. Let him be just and deal kindly with my people, for the dead are not altogether powerless.

Other speakers followed, but I took no notes. Governor Stevens' reply was brief. He merely promised to meet them in general council on some future occasion to discuss the proposed treaty. Chief Seattle's promise to adhere to the treaty, should one be ratified, was observed to the letter, for he was ever the unswerving and faithful friend of the white man. The above is but a fragment of his speech, and lacks all the charm lent by the grace and earnestness of the sable old orator and the occasion.

COLLINS, JOHN, from early manhood to the present, has lived on Puget Sound, where he has been an active participant in many of the important enterprises which have done so much to hasten the present era of development. Like so many of the pioneers of the Pacific slope who have been the architects of their own fortune his life has been one of great industry. Independent, full of courage, self-reliant and possessing naturally great business sagacity, he has achieved results which place him among the most successful business men and financiers in the state of Washington. For nearly a quarter of a century he has made his home in the city to the history of which this volume is devoted. A man of strong character, positive and aggressive, and a hard and vigorous fighter for anything his judgment and conscience approves, it is but natural that in many ways and upon many occasions he has been a well recognized force in the community. What he has accomplished, however, both in a public and private capacity, is best told in the following plain story of his life.

He was born at Cootehill, county Cavan, Ireland, in November, 1835. At the age of ten he left his home and came to America. Here he began life's battles on his own account, his only capital being rugged health and a stock of pluck such as has made possible the wonderful achievements of America's self-made men. Young Collins remained in New York city for six years supporting himself by his own exertions and gaining that spirit of reliance upon his own powers which is acquired only by those who are forced from early youth to hew out their own way in the world. In 1851 he went to Machias, Maine, where for the following six years he was engaged in lumbering, acquiring a thorough knowledge of a business which in after years was to be of great value. The lumbering interests of Puget Sound had by this time assumed considerable importance and his attention was called to this field. It was this fact which induced him in July, 1857, to start for the Pacific coast. Upon arriving at San Francisco he secured an engagement to enter the employment of the Puget Mill company at their mill at Port Gamble, which he accepted and in September following arrived at Port Gamble.

He remained with the Puget Mill company for ten years and by prudence and good management made a fair start on the road to financial success. He invested his surplus in real estate and built a hotel in Port Gamble, which he still owns. In 1865 he paid a visit to Seattle and invested a portion of his earnings here. Two years later, in 1867, he removed to Seattle, at which time he owned a two-third interest in the Occidental Hotel of which he then assumed the management. At this early day, when the city was a mere straggling frontier village, he forsaw its coming greatness. "I was sure it was the coming city of the Sound," said he recently, "and its history has verified my belief." From the day he first landed here his faith and confidence in the city has never wavered even when the outlook was most discouraging.

Aggressive, energetic and public spirited, he early became active in city affairs. He was elected a member of the city council at the organization of the city government in 1869, and served continuously for three terms. In 1877 he was elected the seventh mayor of Seattle and made the first report of the condition of city affairs issued in the territory. During his term the various departments of the city government were established, the system and methods then adopted remaining in force with slight change until the present city charter came into effect. He was again elected to the city council in 1881-2. It was during his term as councilman that he strongly urged that the city should purchase and own its own system of water works, a policy which, had it then been adopted, would have saved the city years later the expenditure of a large sum of money. He was acting mayor of the city when Villard and his party made a visit to Seattle in October, 1881, soon after Villard had gained control of the Northern Pacific and its branches. The distinguished party was accorded a banquet and presented with a graceful speech of welcome by Mayor Collins which was answered by Mr. Villard.

In 1882 Mr. Collins was elected a member of the council of the territorial legislature and served during the session of 1883-84. He was chairman of the committee of commerce and a member of the committee on ways and means, and was one of the most active and useful members of the council. A bill was introduced during this session to provide for the establishment of pilots on Puget Sound. Mr. Collins, in a vigorous speech, opposed the bill, characterizing it in language which has grown historical as an attempt "to put a tax on God's highway." The measure was defeated by a decided majority. His conspicuous service, however, during the session was the procuring of an appropriation of $6,000 for the territorial university, the largest sum which up to that time had ever been appropriated to this institution. A desperate fight was made against the measure, but the zealous and well-directed efforts of Mr. Collins overcame the opposition. It was the most notable as well as the most valuable measure of the session.

In the management of his private affairs Mr. Collins has shown a sagacity and a business generalship which have secured for him a large fortune. His real estate and other investments have been conducted on a large scale and with unusual success. He remained proprietor of the Occidental hotel for twenty years, but in 1887 he leased the property to a local company, under whose management it was being conducted at the time of the great fire. Prior to this catastrophe the hotel had been enlarged and improved until it was the largest and best equipped house north of San Francisco. The management of his hotel, however, furnished but a single avenue in which his energies have been employed. He has been active in the building of railroads, opening up and operation of coal mines and the establishment of other enterprises no less beneficial to the city. He was one of the incorporators and an active spirit in the building of the Seattle & Walla Walla railroad, an enterprise of the greatest importance in restoring confidence in the business future of Seattle at the darkest hour in the history of the city, and which has brought a value of millions of dollars to the city. He was also one of the organizers of the Seattle Gaslight company and is still actively connected with this corporation. In 1872, in company with John Leary, he opened and operated the Talbot coal mines, and in 1884, with James M. Colman, opened the Cedar river coal mines, which they have ever since operated. In connection with these enterprises he has been one of the largest real estate operators in Seattle and in other parts of the Sound country.

In the critical periods of Seattle's history, when the fate of the city seemed to hinge on the prompt and proper action of its citizens, John Collins has always been found not only ready and willing to do his share of the work, but has never failed to take his stand firmly and resolutely with the advance guard of his fellow townsmen. This spirit was strikingly shown after the memorable fire of June 6, 1889. When the ruins of the Occidental Hotel were still burning, he was engaging men to clear away the bricks to build a grander building than the one destroyed. When the people, in the first shadow of what seemed a terrible calamity, were discouraged and disheartened, he said, while working with his own hands amid the best fruits of his early manhood: "Within a year we will have a city here that will surpass by far the town we had before the fire." Such a spirit, evinced at such a time and under such circumstances, could not fail to be contagious. Others equally determined showed the same indomitable spirit, and within the time mentioned Seattle rose from its ashes greater and grander than ever. On the site of the old Occidental Hotel to-day stands a building as much superior to the one destroyed as the present Seattle is to the old, which is a fitting monument to the energy and public spirit of its builder.

Mr. Collins is a Democrat in politics, and throughout his residence on Puget Sound has taken a more or less active part in political affairs. During his residence at Port Gamble he was Commissioner of Kitsap county, and upon removing to Seattle had already become known as an effective worker in behalf of his party. He was one of the fifteen freeholders elected by the people to prepare the charter under which the municpal affairs are now conducted, and received the largest vote of any candidate on the ticket.

Mr. Collins was married in 1851 to Mary Ann McElroy, who died in 1871. Four children were born to them, of whom two daughters are living. He was again married in 1878 to Miss Angie B. Jackling, of Seattle. They have two children, a son and a daughter.

Throughout his long residence in Seattle few have been more prominently identified with its welfare and progress than Mr. Collins. Always strong in his faith regarding the city's future, he has been an enthusiastic supporter of every movement to advance its material interests. A man of great originality, intensely practical in his ideas and possessed of that rare, good sense so essential to the highest success in the affairs of this work-a-day world, he has been quick to perceive and to turn to account the opportunities for advancement which this portion of the Northwest so plentifully offers. He has built up a large private fortune, but it has been gained in enterprises which have contributed to the general good, while his charities and benefactions have been bestowed with a liberal hand. His mind acts quickly, and when his judgment has been formed on any matter toward which his attention is turned, he can not be easily persuaded from the conclusion he has logically reached. Firm, positive and self-reliant, his position on any question is never a doubtful one, nor does he ever hesitate to express his views fearlessly and candidly. His interests are all linked with the city he has done so much to advance toward its present proud position, and it is safe to say that Seattle has no more sincere and loyal friend than he.

COLMAN, JAMES MURRAY. To James M. Colman the city of Seattle owes, in a great degree, the position it now occupies as the metropolis of the greatest of the new states. This fact is recognized and acknowledged by all of the older residents of the city who have seen its wonderful growth from the obscure village on the furthest outpost of civilization of twenty years ago. But the great bulk of our population has come here in more recent years, since the work which Mr. Colman set out to accomplish has been fully performed, and when all fears have died out that the Queen City should ever be overshadowed by ambitious rivals. Thus the knowledge our people have of the history of the city does not date back even to the time when, with health broken, Mr. Colman retired to seek a well earned rest. Another reason which has prevented him from receiving that recognition of his public services to which he was entitled has been his invincible modesty and characteristic reticence. He has studiously avoided every form of public display and has always exhibited a profound distaste for newspaper commendation or any notoriety attending his business affairs or public work. While at different times he has lent aid toward the establishment of newspapers here, and has contributed largely of his means to enterprises of that nature—as, indeed, to every other enterprise which might benefit the city—he has, to the knowledge of the writer, frequently asked as a personal favor that under no circumstances should his name appear, even in the most commonplace way, in the columns of any paper of which he was a stockholder. For these reasons his friends have, of late years, been annoyed and pained to see in the public prints the credit for enterprises of great public benefit which he inaugurated and carried to successful conclusions given to other parties who were but casually connected therewith. This has been a matter of supreme indifference to Mr. Colman, but the fact remains that no attempt at an historical sketch of the earlier days of Seattle could have a pretense of accuracy unless it set out in full the public services of that gentleman.

James Murray Colman was born in Dumfermline, Fifeshire, Scotland, on June 17th, 1832. After receiving a thorough technical education as a machinist and engineer, he came to the United States in 1854. He stayed for a short time in Paterson, New Jersey, and the same year removed to Milwaukee, Wisconsin, and entered a large machine shop there. In six months he was promoted to the superintendency of the shop. He remained in Milwaukee until 1861. In 1858, while employed in Milwaukee, he married Miss Agnes Henderson, daughter of George H. Henderson of Waukesha county. In 1861 he came to Puget Sound, and was offered and accepted the management of the large sawmill at Port Madison. In the spring of 1864 he purchased from Renton & Howard the old Port Orchard mill, and left Port Madison to assume charge of his own property. This mill he tore down and rebuilt entirely in 1868. The following year his new mill was entirely destroyed by fire. This calamity left him bankrupt and penniless. But his reputation as the best machinist and millwright in the country was by this time thoroughly established, and employment was readily found. Hanson, Ackerman & Co., owners of the large sawmill at the old village of Tacoma, were desirous of rebuilding their mill in a much larger form. They promptly engaged Mr. Colman at a liberal salary to superintend the work, which he did, building for them the largest, best and most conveniently and economically operated mill on Puget Sound. Thoroughly satisfied with his work, when the mill was completed, Messrs. Hanson & Co. succeeded in retaining Mr. Colman to superintend the mill until June, 1872, when he removed to Seattle. Here he leased the old Yesler mill for Preston, McKinnon & Co. of San Francisco for three years and took charge of the mill for these gentlemen. For the next ten years from that time the history of Mr. Colman is the history of Seattle.

It is difficult at this time to realize what at such a comparatively recent period the condition of the Puget Sound country was. In the whole of this region there were then not to exceed 15,000 people, principally scattered around the different milling ports. The sole industry of any importance was lumbering. It is true, however, that a small quantity of coal was being shipped from Bellingham bay, and numerous other veins were known to exist, only one of which, however—that at Newcastle—was being developed. There were no railroads, and no direct steamer communication with San Francisco. The only means of reaching the Sound was by the lumber vessels at uncertain intervals, by the monthly mail steamer from San Francisco to Victoria, or by a rough stage route from the Columbia and Cowlitz rivers to Olympia. Not a dollar of outside capital had ever been brought here to invest in anything except in the lumber business. Money was a scarce commodity. Mills generally paid their loggers and employes with ninety day drafts on San Francisco, which were discounted by local "capitalists" at a ruinous rate. What money there was commanded readily two and one-half per cent. per month. A depression in building business in California (the sole market) meant a complete stoppage of the money supply. Four or five steamers, none owned in Seattle, were amply sufficient, with the mill companies' tugs, to handle all the internal commerce of the Sound. Seattle was a place of about 1,000 inhabitants, inferior in population to Olympia and with less business than either Steilacoom or Port Townsend. The only manufacturing enterprise here was the sawmill which Mr. Colman had leased, and the only commerce was the interchange of a sack of flour and a side of bacon for a bushel or two of potatoes raised among the stumps on White and Duwamish rivers.

There was one prospect for the future, however. It was then the palmy days of the Jay Cooke dynasty in the Northern Pacific railroad. Under the judicious advertising of that "Napoleon of finance" the bonds of the company were being rapidly taken, and it was the universal belief that the railroad would be in a very few years completed to the shores of Puget Sound. The place selected for the terminus of that road, it was thought, would at once become the objective point for investors from all over the country, and a city would spring up there like Jonah's gourd. The people of Seattle, in connection with the people of every other point on Puget Sound, were confident that their town would be chosen. In the spring of 1873, commissioners were selected by the board of diretors of the Northern Pacific to visit Puget Sound and select the terminus. The commissioners came to Seattle. A public meeting was held to raise a bonus for the railroad company as an inducement to select this town for the terminus. Carried away with enthusiasm, the property holders responded with the utmost liberality. Nearly one-half the property in the limits of the city was pledged, as well as large sums of money, and of county and city bonds to an enormous amount. It was of no use. This princely donation was to go to the railroad company. There was nothing in it for the directors, officers or the "land ring." In pursuance of a pre-arranged program, a tract of wild land on the bluff fronting on Commencement bay was selected as the site, and the name "Tacoma" was coolly appropriated from the milling hamlet some miles distant and the terminus was launched. Warned by experiences had at Kalama, founded under the same auspices as a rival to Portland, investors refused to "bite." The boom died and the bankruptcy of Jay Cooke and the railroad company which followed is a matter of national as well as local history.

With the selection of Tacoma as the terminus all hopes which Seattle had of being a railroad town were dissipated, apparently forever, and for a short time the most sanguine were depressed. It was in the reaction from this depression that the citizens of Seattle gave the first indication of the energy and public spirit which has since been their most marked characteristic, and which has made Seattle what it is. It was resolved that, failing help from outside sources, the citizens would show what they could do for themselves. Another public meeting was held to organize a local railroad to reach from Seattle to the wheat fields of Eastern Washington, and to utilize for that purpose a portion of the magnificent subsidy tendered to and refused by the Northern Pacific railroad. The Seattle & Walla Walla railroad company was organized. Surveys previously made of a railroad route across the Cascades via the Snoqualmie pass, were procured, and a good share of stock was subscribed by Mr. Colman and others. Owing to the scarcity of money, almost all of this stock was paid for in land which was accepted by the company at an appraised value. Two separate days were chosen, and on these days every able-bodied man in town went out under the superintendence of the railroad engineers and worked on the road, the ladies of the town attending and furnishing an elaborate basket lunch for the laborers. In this manner some five or six miles of road-bed were built, ready for the ties.

In a short time, however, the enterprise languished. There was a fatal want of ready money, and outside capital could not be enlisted at all. The first objective point of the road was the coal mines at Renton, which had recently been opened, the coal from which, in small quantities, was being mined and towed down Black and Duwamish rivers in barges, but it seemed impossible to secure the money even for this short stretch of road. Mr. Colman was requested to take charge of the railroad and endeavor to complete it. This was in the spring of 1875. Mr. Colman, in the meantime, had succeeded Preston & McKinnon in the lease of the sawmill and was now running it for himself. His business interests required all his time, but he consented at a great personal sacrifice to take charge of the affairs of the company. It was plainly to be seen that something must be done to keep Seattle from sinking to the condition of a mere milling hamlet, and the building of this railroad and the opening of the coal mines on its line were deemed to be the only resource. On succeeding to the management of the railroad company, Mr. Colman submitted to the business men of the city the following propositions: He would advance $10,000 to the company if five other men, all of greater wealth than himself, would advance an equal amount each, and if the citizens of the town would loan $30,000 on security of $60,000 of stock of the company. The money could not be raised on that basis. Mr. Colman then offered to advance $20,000 if the other parties would advance $40,000 among them. This was accepted, and he proceeded promptly with construction. The $30,000 of bonds were sold as agreed, but of the $40,000 subscribed only $2,500 was ever paid in. The rest of the money necessary for the completion of the road to Renton was raised by Mr. Colman on his own personal security. It must be remembered that Mr. Colman was not at this time a wealthy man. All he had was his earnings from a leased mill and the savings of a few years. He was not the possessor of an original donation claim and held and owned but very little real estate in Seattle.

In the building of the railroad he did such work as no other man ever did in this country. He was time-keeper, bookkeeper, superintendent of construction and master mechanic. Not a dollar was ever paid out except for a good dollar's worth of work, and every item of expenditure was as closely watched as in the most carefully and economically conducted private business. Every detail of the construction was under the close personal attention of Mr. Colman, who in addition to his work on the railroad, retained the management of his own mill.

When the road was completed to Renton, there was nothing for it to haul. The owners of the Renton mine had succeeded in getting control of the Newcastle property. As the latter mine was more cheaply and easily worked they decided to shut down the Renton mine and ship from Newcastle exclusively. It became necessary to extend the road to the latter mine. This extension was made by Mr. Colman, using his own means and private credit exclusively for that purpose. By straining his resources to the utmost he succeeded in completing it, and from the start it became a most valuable property. Five or six hundred tons of coal were shipped over the road daily, making very large returns for the investment and insuring the constant working of the Newcastle mine, the re-opening of the Renton mine and for a short time the operating of the mine at Talbot.

For two years and a half Mr. Colman remained in charge of the railroad. He worked fifteen or sixteen hours a day, filling positions, where, under different management, five or six men were subsequently employed. In 1879 the railroad and coal mine were both sold to Mr. Villard, the railroad company being subsequently re-organized as the Columbia & Puget Sound railroad company. At the time of the sale it was confidently anticipated that the road would be incorporated with and become a part of the Northern Pacific system, but the failure of Mr. Villard and the breaking up of his "blind pool" prevented these anticipations from being realized. After the sale to Mr. Villard, Mr. Colman retained the position of superintendent of the road for two years and a half, until he was compelled by reason of failing health to retire.

In these days of large enterprises, when it is so easy to obtain abundant capital for any legitimate enterprise, it is difficult to realize that the building and equipping of nineteen or twenty miles of railroad fifteen years ago should have been such a gigantic undertaking as it really was, or that it should have had any material effect upon the

O. G. Conover.

fortunes of Seattle. But it is none the less true that if it had not been for Mr. Colman's work in his risking all his savings and straining his resources to their utmost extent, that road would never have been built; and, if it had never been built, it is more than probable that Seattle would have been far behind the Tacoma of to-day. The building of the railroad meant the opening and operating of coal mines, paying out thousands of dollars monthly. It was the first great factor in developing the resources of the country, and, proving to be a profitable investment, it led to other and farther investments in the same direction. Being a local institution, built with local capital, it was regarded with pride by all citizens of Seattle and was potent in creating confidence in the future and unity of spirit in all matters affecting the interests of the city. Furthermore, it was an exhibition of the energy and enterprise of the people of Seattle, especially attractive to persons of like spirit seeking a community with which to cast their lot, and in that way alone paid the city a thousand times more than its cost.

After leaving the employ of the railroad company, which he did in 1883, sadly broken in health, Mr. Colman took a trip of some months' duration in Europe. Returning here in 1884, he purchased some coal property on the line of the Columbia & Puget Sound railroad, and in company with John Collins, of this city, and Samuel Blair, J. J. McKinnon and other San Francisco capitalists, organized the Cedar River Coal company, and opened out and is now operating a mine of that name.

During the time Mr. Colman was engaged in building the railroad, in 1876, the Yesler sawmill, formerly leased by him, and which he had purchased, burned down, being a total loss. With a portion of the machinery saved from the wreck he built another mill, near the railroad depot, which was sold with the road to Mr. Villard and his associates.

The most noticeable feature of Mr. Colman's life in Seattle is that since he came here with the savings of a few years hard work, every dollar he has had or made, and all the credit he could command has been invested in business enterprises which operated directly for the public good, such as sawmills, founderies, machine shops, sailing vessels, steamboats, coal mines, railroads, wharves, coal bunkers, and brick buildings of the most substantial character. During his active business career he was always the largest employer of labor in the community, and has probably paid out more money for wages than any other individual or any local corporation ever engaged in business here. He never invested a dollar in unproductive or speculative real estate, and owes none of his present wealth to the enhanced values which he has done so much to create. His first purchase of land in Seattle was the corner lot on Commercial street and Yesler avenue, for which he paid the highest price that any property in Seattle had ever commanded up to that time. Immediately after this purchase he built a handsome brick on the property, the first brick building ever erected in Seattle for rent. In putting up this building Mr. Colman was compelled to import the bulk of the material used in its construction, and also the mechanics to build it, there being at that time no bricklayers in the city. This building was destroyed by the great fire of 1889, but has been replaced by a large stone block, among the handsomest structures in the city. His other noticeably large building is the block between Columbia and Marion streets, extending from Front street to Railroad avenue. Prior to the great fire this was covered with wooden store buildings. Since the fire he has commenced thereon and has partially finished the largest brick building in the city, with a frontage of two hundred and fifty feet, and which will be six stories in height. It is more nearly fire proof than any other structure in the city, and is the favorite office building in town.

This brief sketch of Mr. Colman's career would be incomplete without some slight reference to Mr. Colman's domestic life. As we have previously stated he was married in Waukesha, Wisconsin, in 1858 to Miss Agnes Henderson. He has living two sons, L. J. Colman, aged 31 years, and G. A. Colman, aged 29 years, both rare specimens of an almost extinct type of Christian gentlemen. This fact does not interfere with their entering with the heartiest enjoyment into all classes of innocent amusement, foremost of which, in their estimation, is yachting. They are famous for the jovial yacht cruises which, with their friends, they engage in during their brief vacations from business. Sharing their father's passion for mechanics, they have become under his tuition, expert mechanical engineers, and in their own well-equipped shop in the spacious grounds surrounding the family residence, spend a portion of their leisure, with their father, in preparing various mechanical appliances and in developing improvements in the machinery of their steam yacht. They combine with their father's business tact and mechanical ability, a strong taste for scientific studies, and were it not for the pressure of the business which their father has of late years committed almost entirely to their care, would, in all probability, have made for themselves names in scientific circles. Withall they are young gentlemen of most genial manners and are thoroughly admired and liked by all who have the pleasure of being among their associates. After all Mr. Colman's great public services, after all his success in life, his strongest claim to public regard may be found in the fact that in his sons he has reared and developed most worthy successors of himself, credits to his training and ornaments of the community in which they reside. How many millionaires of the United States could make the same boast?

BERIAH BROWN.

JACOBS, ORANGE, is one of the men contributed by the state of New York to the great west to aid in building up and shaping the destinies of the larger half of the continent. He was born in 1829, but early in life removed with his parents to the frontier in Michigan, where he was educated and where his character was moulded. In 1852, moved by the migratory spirit which had become especially strong in Illinois, Missouri, Iowa and Michigan, he joined a wagon train bound for the Pacific slope. The long pilgrimage across the plains by way of the "Oregon trail" was completed after weary months of travel, and our subject settled near Salem, then the most important town of the then territory of Oregon. Later on he moved to Jacksonville, Jackson county, where for several years he pursued the practice of law, not only gaining distinction in his profession, but taking a prominent part in public affairs. While residing in Oregon he was the candidate of a large portion of the republican party for the United States Senate and in the legislative canvass came within one vote of a nomination which would have been equivalent to an election.

In 1867 he was appointed by President Grant Associate Justice to the Supreme Court of Washington Territory, at which time he removed to Seattle, where he has since continued to reside. Shortly after his appointment he was promoted to the position of Chief Justice, and continued in the discharge of his duties to the end of his term. Possessing in a remarkable degree the intellectual bent, self discipline, legal learning and capacity for much patient investigation which should distinguish a judicial officer, he made a most enviable record upon the bench. One of his most important decisions involved the national jurisdiction to the island of San Juan, a case which at the time excited widespread interest. A man named Watts was on trial charged with murder committed on the island of San Juan, which was then in joint occupancy by the English and American governments. It was claimed by the defendant's counsel that the American courts had no jurisdiction in the case. Judge Jacobs held that the island was a country within the sole and exclusive jurisdiction of the United States, and any crime committed thereon could be punished by the courts of the Territory, which by the organic act of Congress possessed equal power in such cases with the Circuit and District Courts of the United States. Feeling on the border ran high, and for a time international complications seemed likely to ensue. Judge Jacobs was immovable, however. Watts having been convicted, the judge sentenced him to death, but before the time for his execution arrived he effected his escape. Upon the expiration of his term as Chief Justice he was re-appointed by President Grant, and served until 1876, when he resigned to accept the nomination for Delegate to Congress by the Republican party. He was elected to this office for two terms, serving his constituency in the Fifty-fourth and Fifty-fifth Congresses. While serving in this capacity he introduced a bill for the admission of Washington into the Union, and urged its adoption. Various interests, however, conspired to postpone that event for several years. It was owing to his efforts while in Congress that a law was enacted for the relief of the settlers along the original survey of the Northern Pacific railroad. This was a great boon to a large class of men who had taken up land in good faith along the line as first laid down. Upon the expiration of his second term, desiring to return to the practice of law, he declined a re nomination. In 1880 he was elected Mayor of Seattle, and upon the completion of his term declined to again become a candidate for the office. In 1884 he was elected to the Territorial Council, in which body he was conspicuously instrumental in effecting the change in the exemption laws, and in securing appropriations for the Territorial penitentiary, insane asylum and university. The appropriations for the university were the largest ever made by the Legislature of the Territory for any one educational institution. These outlays laid the foundation and made possible an institution of learning which in the years to come will grow to be more and more an object of pride to the people of Washington. Judge Jacobs has continued to take a warm interest in the progress of the university, and for a time was a member and for ten years treasurer of its board of regents.

During the long and, as it looked at times, almost hopeless struggle of Seattle against the efforts made by the Northern Pacific to crush the city and advance a neighboring city, Judge Jacobs was in the front rank and with his advice and influence did much to win the victory for the Queen City of the Northwest.

Judge Jacobs was one of the commission of fifteen freeholders elected by the people in 1889 to prepare a new charter for the city such as would meet the requirements of the rapid developments which have taken place in Seattle during the last few years. His ripe experience as a lawyer made his services especially valuable in this connection, and many of the provisions of the charter prepared by the commission owe much to his practical suggestions and careful oversight. The charter, as finally prepared by the commission, was submitted to a vote of the people in October, 1890, and adopted by a large majority vote, and under this instrument municipal affairs are now being conducted. He was elected corporation counsel under the new charter and is now serving in this capacity.

As a lawyer Judge Jacobs holds a conspicuous place, standing among the ablest in the Northwest. With a broad and comprehensive knowledge of the law, united to power of imparting the results of his close investigation with great facility and readiness, he is perhaps more often consulted where clear analysis of the principles of law, applicable to important cases, are required than any other lawyer in Seattle. His forensic abilities are of a high order. His prepared addresses are always finished literary efforts, and in no instance was this fact more forcibly illustrated than in the speech delivered during the memorial services held in Seattle to give expression to the public loss occasioned by the death of President Garfield. His speech upon this occasion was a most brilliant effort, patriotic in sentiment and eloquent in diction, and most fitly voiced the feelings of the people at a time of national sorrow. He has always had a fondness for literature and literary work, and in his leisure hours has written many interesting newspaper and magazine articles.

Judge Jacobs is a man of large stature, commanding presence and positive views. He has the courage of his convictions, but is liberal and tolerant. In the public affairs of the Pacific Northwest he has borne a prominent part as pioneer, law maker and judicial officer, and is still an active factor in the present era of rapid development which is going on in the region where his work and character are so well and favorably known.

McGILVRA, JOHN J., was born in Livingston county, New York, July 11, 1827, where he continued to reside until 1844, when he removed to Illinois. He was educated in western New York and for a time after his removal to Illinois he taught school during the winters, and for several summers attended an academy at Elgin. He began the study of law at Elgin in 1850, under the tuition of Edward Gifford, a graduate of Yale College and Cambridge Law School. He finished, however, his preparatory study for the legal profession in Chicago under Ebenezer Peck, afterwards one of the judges of the court of claims, and was admitted to the bar in 1853. Immediately thereafter he began the practice of law in Chicago, in which he continued with gratifying success until 1861, when he was appointed by President Lincoln United States attorney for Washington Territory. He arrived with his family at Olympia in June, 1861. In the spring of 1862, he removed his family to Walla Walla, and in the fall of the same year to Vancouver on the Columbia river, where they resided until the fall of 1864, at which time he removed to Seattle, where he has since continued to reside. For five years he ably discharged the duties of United States attorney, and at the end of that time declined a re-appointment because the duties of the office kept him most of the time from his family, his wife being an invalid. From that time to the present he has been engaged in the practice of his profession in Seattle, and has also taken an active interest in the earlier movements which have had a far-reaching effect upon the city's welfare.

He served for one term in the territorial legislature of 1866-67 and procured at that session an appropriation of $2,500 for the opening up of a wagon road through the Snoqualmie pass. King county raised a like amount for the same purpose, and with this sum a very good road was opened up through the Cascade mountains, which has been used more or less ever since. He also aided in getting a second appropriation from the legislature of 1868-69 which was also expended in improving the road. Small contributions have since been made by individuals to keep the road open. In early times this road played an important part in the development of the city and state. It was the only means of communication between the eastern and western portions of Washington Territory north of the Columbia river until the Northern Pacific railroad was completed.

In 1873, immediately after the location of the Northern Pacific terminus at Tacoma, Judge McGilvra, with others, as explained in preceding pages, organized the Seattle and Walla Walla railroad company. Judge McGilvra drew the articles of incorporation and by-laws, and transacted all of the legal business of the company for several years. With A. A. Denny and others he labored zealously in securing subscriptions to its stock in money and lands, in two months stock to the value of half a million dollars, mostly in land, being subscribed. In this way the company became possessed of a large amount of real property in and about Seattle, now worth several million dollars, and mostly still held by the successor of the original company, the Columbia & Puget Sound railroad company. The history of the building of this first railroad out of Seattle has already been given. It was a great undertaking at the time and the effect it had upon the city was most salutary, if, indeed, it was not the very salvation of the place. Judge McGilvra labored earnestly for the enterprise and in the darkest days of the undertaking was a constant source of aid and strength. At a public meeting held in Yesler's hall soon after the location of the Northern Pacific terminus at Tacoma, his advice was to "carry the war into Africa," by the building of another road. Through the spirit he and others evinced the people of Seattle became enthused as never before or since. Some two miles of the road were actually graded by picnic parties, on which occasion, as elsewhere related, the whole population of the town, men, women and children turned out and did good work. There were no idlers about Seattle in those days.

Judge McGilvra was city attorney in Seattle in 1876-77 and spent the winter of that year in Washington City, where, among other business, he argued the case of the City of Seattle vs. Hugh McAleer and other claimants of the east half of the Maynard donation claim before the commissioner of the general land office, and obtained a decision favorable to the city as to its right to enter this land under the townsite act. While engaged in that case his attention was called to the fact that the Northern Pacific railroad company was attempting to change its branch line from the Skagit to the Natches Pass, and for that purpose had filed an amended plat of its said branch line with the commissioner of the general land office *via* the Natches Pass. Judge McGilvra at once called the attention of Judge Jacobs, then delegate from Washington, to the fact, and they immediately entered their joint protest against the same unless the withdrawn lands on the Skagit line were restored to settlement. These lands had been withdrawn from settlement in 1872, and when it became evident that the company had abandoned the Skagit line, the people of King county and other counties north of King demanded that they be restored to settlement. Judge McGilvra was employed by the people of King and adjacent counties to assist Judge Jacobs, then Delegate to Congress, in securing the restoration of these lands, amounting to some 5,000,000 acres. He spent the winter of 1877-78 in Washington for that purpose, and the effort that was then and there made resulted in the restoration of all the lands which had been withdrawn from settlement on the Skagit branch line except a small portion in King county held by the amended line as finally approved by the secretary of the interior. Judge McGilvra was offered every possible facility for doing effective work before Congress. He was given the privilege of the floor of the house by the speaker, and through the courtesy of Senator Mitchell had practically the same privilege on the floor of the Senate. The Northern Pacific Railroad company was not disposed to see these valuable lands restored without a hard struggle. Three bills were the outcome of the fight. One was introduced in the House at the instigation of the Northern Pacific, providing simply for the extension of the time for the completion of the road, which was referred to the committee on Pacific railroads. Another was introduced which provided for the forfeiture of the grant for the branch line, which was referred to the committee on Public lands. The third bill was introduced in the Senate by Senator Mitchell, providing for the extension of time for the completion of the main line of the Northern Pacific road, forfeiting the grant on the branch line and giving to the Portland, Dalles & Salt Lake railroad company an amount equal to that restored on the Northern Pacific branch line, which was referred to the Senate committee on railroads, of which Senator Mitchell was chairman. Judge McGilvra appeared before all of the committees and made oral arguments and submitted printed briefs, and notwithstanding the powerful corporation influence he contended against, he succeeded, as before stated, in securing the restoration of the lands in question to settlement, a result which has been of great benefit to this portion of Puget Sound. The outcome of his labors was a personal triumph and not only the source of gratification, but a tribute to his able presentation of the justice and equity of the important questions involved.

Of late years Judge McGilvra, although still a member of the law firm of McGilvra, Blaine & DeVries, has not been very actively engaged in professional work. His own private business consumes nearly all of his time, and during late years he has also traveled considerably. The lands which he purchased of the United States government on Lake Washington in 1864, which are now partly in the corporate limits of Seattle, have become exceedingly valuable and have made him one of the well-to-do pioneers of the city. On a portion of these lands, near the shore of Lake Washington and one of the most beautiful sites on this magnificent body of water, he erected a home in 1867, where he now resides.

Judge McGilvra was married in 1855 to Miss Elizabeth M Hills, a native of Oneida county, New York. They have three children living, their eldest daughter

Edwd L Smith

being the wife of Judge Thomas Burke. Their other children are Oliver C., and Lillian L., who reside with their parents.

Judge McGilvra is the oldest member of his profession in the city both in years and practice, and is recognized as the father of the Seattle bar. For many years he was employed on one side or the other of nearly every case on the docket of the Seattle court, and has found it advisable to have one or more co-partners ever since he has been in practice in Seattle. Some of his former partners have taken high rank in their profession, notably James McNaught and Judge Thomas Burke.

MCNAUGHT, JAMES, one of the earliest and for many years one of the most prominent attorneys of Washington, was born in McLean county, Illinois. He is the second child in a family of six sons, the youngest of whom is Joseph F. McNaught, of Seattle. His early life was passed on a farm during which period he received a common school education, which was later supplemented by a course at Wesleyan University in his native state. He then attended the Law University at Chicago and after graduating from this institution was admitted to the bar of Illinois. Before he began the practice of his profession, however, he was called home on account of the failing health of his father to assume the care of the family, remaining there until his father's death and until the family was placed in comfortable circumstances. He then left home to seek a place to begin his professional career. He first went to South America but finally drifted to Puget Sound, and in 1868 located in Seattle, then a hamlet with less than one thousand inhabitants. The advent of a stranger at this time was a notable event, and the appearance of the tall, slender and youthful but dignified attorney, wearing a long frock coat and a silk hat, aroused more than usual curiosity. It was the period when the citizens of Seattle were accustomed to the sight of decidedly plain and unconventional attire, and anyone coming among them dressed in the fashion then prevailing in the east became a conspicuous character. Mr. McNaught recalls with a smile the sensation he created at this time, and the younger men of that day most vividly remember in this connection his first appearance in Seattle. The little settlement on Elliott Bay at this time did not seem a very promising place for a young attorney who, after paying his first weeks' board, had only a few cents left. Isaac M. Hall and John J. McGilvra were the only attorneys then in practice here and business for another seemed hardly to exist. Still, young McNaught after looking over the field determined to remain and run his chances of success. It was for a time a severe struggle, but he never for a moment became discouraged. What little business came to him was most thoroughly attended to, "he displaying at this time," says an attorney familiar with his entire professional career, "even in comparatively trifling cases that same careful and painstaking interest that in later years in great and important legal complications brought him such well deserved success." His natural talent, steady application to his profession and strict reliability of character inspired confidence and he was soon doing a large business.

In 1871 he formed a co-partnership with John Leary under the firm name of McNaught & Leary, and for the next seven years they had a large and most lucrative practice. In 1878 Mr. Leary retired, and Mr. McNaught's youngest brother, Joseph F., became associated with him under the firm name of McNaught Brothers. A few years later, as stated elsewhere, E. P. Ferry and John H. Mitchell, Jr., were admitted as partners, and from that time until the firm was dissolved they were engaged in all of the important railroad and corporation practice carried on in Washington Territory. During this period, a prolific one in great legal controversies involving many novel questions, James McNaught was not only the recognized head of his firm but unquestionably held the foremost place among the legal fraternity of Washington Territory. His services were eagerly sought and his success attracted general attention. Henry Villard, one of the most astute judges of men, quickly recognized his talents as a lawyer, and he was employed during the earlier days of the Northern Pacific railroad company as its attorney in some of the most important business relating to this great corporation. His qualifications for such work became so manifest that in the summer of 1888, he was offered and accepted the position of assistant general solicitor of this company with an office at St. Paul, Minnesota. In the fall of 1889 he was advanced to the position of chief solicitor of the same company with head office at New York City, in which capacity he is still serving with eminent success and constantly adding to his reputation as a lawyer. At the present time he is also president of the Northern Pacific & Manitoba railroad.

Few men have more persistently and exclusively devoted themselves to their profession than Mr. McNaught. His devotion to his profession is of that chivalric kind which has led him to follow it with genuine ardor, not for the rewards which it has brought him alone, but because he has found in it an occupation perfectly congenial to his tastes. He has always been a most inveterate worker and has a constitution which seemingly permits of an unlimited amount of mental and physical exertion. This quality of intense application and constant study united to a most wonderfully retentive memory has made his mind a rich store house upon which he is able to draw at opportune time for law and precedents applicable to points he wishes to establish, such as to often astonish courts and disconcert his legal adversaries. His legal forces are always under perfect control; he overlooks no means of legal defense, and is remarkable for his tactical and strategic qualities. Always sedate, calm, placid and imperturbable, he belongs to that class of lawyers who preserve their mental equipoise under all circumstances, who never seem to be taken by surprise and who are prepared for any emergencies which may arise in the practice of the law. The care which he bestows on the "critical niceties" of the law is due to his mental activity and to the habit of thoroughness in whatever he undertakes, and not to the neglect of the broad principles which make the study and practice of the law one of the most elevating and useful pursuits of mankind. He never undertakes a case unless satisfied he has a fair legal defense, and then he becomes one of the most persistent fighters, and no defeat is accepted as final until a decision is reached in the court of last resort. In the difficult task among lawyers known as "trying a case after verdict," he has indeed no superior. In advocacy he carries conviction by his earnestness, his clear and logical reasoning and his thorough mastery of the legal status of his cause, while his own intellectuality causes him to address the head rather than the heart, hence he has most weight in courts where simple wit and rhetoric are held in least esteem.

At a comparatively early age Mr. McNaught has gained a place among the foremost members of his profession, and in a position requiring the highest order of legal talent he has more than held his own against many of the best known lawyers in America. Personally he has the qualities which have surrounded him with warm friends whose loyalty he as warmly reciprocates.

He married Miss Agnes Hyde of Seattle. They have two children, a son and a daughter.

LEWIS, JOSEPH R., was born at London, Ohio, September 17, 1829. His father, Col. Philip Lewis, was of Welch lineage, a native of Pennsylvania, who emigrated to Adams county, Ohio, in 1803, and five years later settled in Madison county in the same state. Colonel Lewis was for many years sheriff of his county and for several terms a member of the senate and house of representatives of Ohio. He was an active, earnest man in all he undertook and did much to shape the laws and institutions of that state.

Abigail Melvin, the mother of our subject, was a native of East Tennessee, a a descendant of the Huguenots of South Carolina. She migrated with her father to Ohio at an early day and married Colonel Lewis. Surviving her husband several years, she died in 1876 at the age of eighty-seven years. She was a member of the Methodist Episcopal church for seventy-five years. She was tall and commanding in appearance, a most faithful wife, fond mother and devout Christian.

Young Lewis was educated at the common schools and academy of London, Ohio, and at the age of seventeen engaged in school teaching, which he followed for five years in his native county, during which time he studied law and general literature under the preceptorship of Hon. Richard A. Harrison, now a prominent attorney of Columbus, Ohio. In 1854 he was admitted to the bar in the supreme court of Ohio, and a short time thereafter migrated to Iowa. For three months after his arrival he taught school, but in July, 1855, he commenced the practice of law in Washington, Iowa. In 1856 he was elected prosecuting attorney of Washington county, serving as such until January, 1859, from which time until May, 1869, he was engaged in an active and lucrative practice. During this period he was in attendance at the memorable convention held at Iowa city in 1856, at which time the Republican party was fully organized, and from that time to the present he has been an earnest, though independent, Republican.

On the 15th of April, 1869, on the recommendation of the governor, all the supreme judges and the congressional delegation from Iowa, he was appointed by President Grant and confirmed by the senate as associate justice of the supreme court of Idaho, then a new and, to the people in the east, an unknown territory. The estimation in which Judge Lewis was held in Iowa was well attested in the recommendation to the president, asking for his appointment, which was signed by all the supreme judges of Iowa. From this letter we make the following extract: "We most warmly recommend the Hon. Jos. R. Lewis, of this state, for a territorial judgeship. Mr. Lewis is an old resident of Iowa and has built up a solid character both as a citizen and a lawyer. Having been for many years a leading practitioner in our court, we are enabled to testify from personal knowledge to his merits and fitness for the place above named. We state, without reserve, that he would in our judgment make a most faithful, able and excellent judge." The letter of the then attorney general of Iowa, Henry O'Conner, which was endorsed by the governor and other state officers, to the Iowa delegation in congress in behalf of Judge Lewis was no less commendatory and reveals not only the high place he had already attained as a lawyer but the enviable reputation he held as a citizen.

Judge Lewis, immediately after his appointment, proceeded to Boise City, arriving in the last week of May, 1869, and on the first day in June commenced a term of the district court at Silver City, in the Owyhee mining district. Upon the assumption of his legal duties he found a large docket, including twenty cases of murder and many important civil causes. With the dispatch and thoroughness which have been marked characteristics of his judicial work, he at once addressed himself to the business before him and closed the term after a laborious session of twenty-four days. Early in his administration in Idaho he enforced rigidly the criminal law and incurred the enmity of the criminal class, which in a new territory is always large. A rigid administration of the laws at this early day in Idaho required moral and physical courage, and Judge Lewis, by the discharge of his duties without fear or favor, won the good opinion and support of the law abiding portion of the community. At the close of his second term at Silver City, in November, 1869, the Owyhee *Tidal Wave* gave editorial expression to the following endorsement of his judicial labors:

"Should the authorities at Washington always select as good men and faithful officers as Judge Lewis there will be no cause of complaint on the score of foreign importation. * * * There is a solid and mature firmness in his judgment that have the true ring about them, without that petulance and mock dignity that from long habit old occupants of the bench assume. Many of his illustrations in elucidation of questions either of law or fact are quaint and often commonplace, but always pertinent and to the point. In this respect he approaches nearer to Abraham Lincoln than any man we have ever seen or whose productions we have ever read."

Judge Lewis resided at Boise City until May, 1871, holding court in different parts of the district and organizing the first court held in the Morman district at Malad. A short time prior to his retirement from the supreme court bench of Idaho the Boise *Statesman*, in reviewing Judge Lewis' judicial career in a lengthy editorial, from which the following extracts are made, voiced the sentiments of the people as to his character as a man and reputation as a judge:

"It gives us pleasure to speak of the career of Judge J. R. Lewis as one of the district judges of this territory. * * * He entered upon the discharge of his office under no ordinary difficulty, of which the usual prejudice against imported officers was the least. The character of some of our judges had of late years been such as to destroy all respect of the people for the judiciary as well as all confidence in the courts. Attorneys had grown rich and made fat fees solely out of their supposed influence or confidential relations with a judge, through which practice the bar had become either demoralized or disgusted. For a year after Judge Lewis came here the same state of things existed in the other two districts besides his and with a majority of the supreme court. He soon comprehended the situation but determined that no such record should be his. * * * Unfitted, both by a natural sense of justice as well as by education, for the crooked ways of a debauched judiciary, he could tolerate no other idea of the duties of a judge than a rigid administration of the laws, uninfluenced by favor and unawed by any kind of power or threat. Such a man under such circumstances could not but encounter opposition, and Judge Lewis had the fortune to wake the hostility of the bitterest and foulest element that ever disturbed society or that ever undertook to evade or trample down the laws. It did not take long, however, for him to triumph over these obstacles. The bar, always ready to honor an impartial judge, first learned to respect his integrity and then to admire his ability. Through his inflexible impartiality, bushwackers in the practice were rapidly falling into discount, while lawyers who take an honorable pride in their profession, were beginning to take heart again. A case in court, from being a mere auction where the highest bidder obtained judgment, was, under Judge Lewis' administration, a matter of certainty as well as justice to be determined according to law and evidence. Capital has never before felt so secure in this judicial district as during the last year. Citizens never before felt so safe in their persons or in the enjoyment of their rights, simply because they had begun to have confidence in the presiding judge. It had become a common remark among persons disagreeing with Judge Lewis in politics, to assert their confidence in his ability as a lawyer and integrity as a judge, and their preference for him over any other who had ever presided in this district."

On May 25, 1871, Judge Lewis was appointed and confirmed as associate Justice of the Supreme Court of New Mexico, but did not accept the position. During the summer of 1871 he visited Washington City, and in the fall returned to Idaho to act as counsel in several important cases in the district and supreme courts of the territory. While there engaged in practice, he was, on March 21, 1872, appointed and confirmed as Associate Justice of the Supreme Court of Washington Territory and was assigned to the Walla Walla district. With a fearlessness characteristic of the man, Judge Lewis set himself to the task of correcting those practices, which, in the language of a local paper, "had brought the court into contempt and made the administration of justice little more than a mockery." The firmness and integrity with which he held the scales of justice soon taught the unruly members of the bar who had been in the habit of bullying witnesses and tiring the patience of juries, that they must observe that decorum which is indispensable to the dignity of the court and the orderly transaction of its business. That he met with opposition was a matter of course; that he incurred the enmity of the venal and vicious of his district was but natural. Some of the most bitter of the enemies he thus made caused a petition to be printed and privately and surreptitiously circulated through remote parts of Idaho, Oregon and Washington, avoiding Walla Walla and vicinity, asking the President to remove him. As soon as this clandestine attempt to smirch his character was discovered, a meeting of the Walla Walla bar was held at which resolutions were passed which fully vindicated Judge Lewis as an upright and fearless judge and a citizen entitled to honor, confidence and respect. Among other expressions of approval of his course the resolutions contained the following high endorsement: "In relation to this matter we further have to say, that we believe Judge Lewis has given more general satisfaction to the members of the bar, and to all others having business before him who are competent to judge, than has been given to this district during its past history. We also say that we are assured that our people generally, endorse his ability and integrity both as a judge and private citizen."

These resolutions were not only signed by the bar, but were endorsed by many of the leading citizens, officers, ministers and editors of Walla Walla. So complete was his vindication from even the shadow of malfeasance in office, that he soon after, January 26, 1875, was promoted to the chief justiceship of Washington Territory, being appointed by President Grant on the recommendation of Attorney General George H. Williams, both of whom were his warm personal friends. This distinction was conferred upon him without the least effort on his part, in fact the first knowledge he had of the appointment was the receipt of his commission. He was assigned to the Seattle district, and in April, 1875, removed to our city, where he has ever since continued to reside. He continued in the discharge of his duties as chief justice, holding court at Seattle, Steilacoom, Tacoma, Port Townsend and La Conner until the close of his term in January, 1879, during which period he not only maintained the record he had already earned as an able, fearless judge, but increased the confidence and respect his course had inspired as associate justice. No higher endorsement of the judicial character of his mental faculties could be made than the statement of the fact that during the seven years and over he was on the bench in Washington Territory, no decision made by him was ever reversed in the supreme court. His fearless, outspoken manner, his unchangeable purpose in making no compromise with the violators of the law, incurred the displeasure of the vicious class and their hostility he still retains. At all times and in all places he denounced gamblers, criminals and boodlers, and no man has ever been more fearless or less of a time-server in matters in which he believed he was right. No question of policy or personal popularity ever caused him to make a compromise with what he considered an evil.

Immediately after the close of his term as chief justice, Judge Lewis commenced the practice of law in Seattle and continued in a most active and lucrative business until 1883, when he disposed of his library and retired from active practice, acting, however, as counsel in many important cases since that time. During his practice at Seattle he was engaged as counsel in the important litigation of Wells, Fargo & Co. with the Northern Pacific Railroad company and in the Port Madison mill cases, as well as in many other important corporation cases. During the controversy between Seattle and the Northern Pacific railroad in 1885 he was elected a member of the territorial house of representatives to look after the interests of our city and county in that body, and served one term. He was one of the committee of fifteen which undertook and consummated the organization of our present school system.

Judge Lewis, since the birth of the party, has always been a Republican of the most pronounced kind, and for many years took a prominent part in politics, but has wholly ignored politics since the territorial convention of 1886 at Tacoma, never attending any primaries or conventions since that time.

In 1883 he organized the First National Bank of Yakima and served as its president until November, 1889, when he disposed of his stock and resigned, but was again elected president in November, 1890. He also assisted in the organization of

J R McDonald

the banking corporation of Dexter Horton & Co. in 1887, and is still a stockholder and member of its board of directors.

He was chairman of the building committee which constructed the First Methodist church building in Seattle in 1888–89.

In 1890 he was elected and served as a member of the Seattle charter commission and urged the dual government plan adopted by the commission and prepared the article on public works adopted by the commission. He was also one of the delegates from the chamber of commerce of Seattle to the Pacific coast board of commerce in San Francisco in September, 1890.

Judge Lewis was married in January, 1859, at Washington, Iowa, to Miss Mary A. Chapman, a native of Ohio and of English descent. They have two children, Howard W. Lewis of the firm of Lewis & Ledgerwood, Seattle, and Joseph C. Lewis, eighteen years of age.

The conspicuously notable attribute of Judge Lewis' character is steadfastness of purpose—once resolved on a course of action and convinced that he is right, nothing can move him from carrying out his plans in his own way. On no occasion did he ever lack the courage to stand alone, if need be, in the maintenance of a principle he believed to be right. His views on all questions are usually radical and always earnest. He has a thorough contempt for shams, which, with a combative temperament, has led to a habit of speaking his mind about men and things with a plain and piquant speech, and not infrequently with offense to those who find themselves, in the language of Bret Harte, "the individual who happens to be meant." As a judge he was always fearless; always positive; no uncertain language or words of compromise or demagogic attempts to conciliate the public marked his enunciation of a conclusion. He was one thing or the other, and hence he was at times the object of bitter partisan criticism, but that never swerved him from his chosen line of duty. He has none of the small arts of the so-called popular leader. Should success depend on fawning or bending the knee, he would stand erect and take defeat in preference to victory bought at sacrifice of manhood. Such are a few marked attributes which belong to Judge Lewis's character which have earned for him the deep and sincere respect of all who admire an honest, manly man, who has never courted popularity at a sacrifice of his convictions, or counted the cost or abated one jot of his earnestness in the espousal of any cause he believed to be right, and who has always cared more for the approval of his own conscience than for the applause of the majority.

KELLOGG, DAVID. Few men have had a more varied and unique experience than the subject of this sketch. Naturally imbued with a love for adventure and a desire to see the world, he left his home at an early age and for several years thereafter led a life of almost constant change, traveling extensively through the newer parts of the country and gaining a most intimate knowledge of many phases of life, which in the rapid development of the country have long ceased to exist. He retains a most vivid recollection of his travels and experiences in the remote west during the period antedating the building of railroads, and recounts with genuine pleasure the many interesting events in which he bore a part when he was animated by no object save love for excitement and adventure. It forms a chapter in his life which he recalls with no regret and which has been valuable for the wide opportunity it gave him for studying human character.

He was born at Thomaston, Maine, in 1835 and is of Puritan ancestry. His father, Dr. David Kellogg, was a lineal descendant of Joseph Kellogg, a surveyor by profession, who settled in Hadley, Massachusetts, in 1640. On the maternal side, our subject is descended from Elder John Prince, who in 1633 settled in Hall, Massachusetts, in which state many of his numerous descendants still reside, although a goodly number are to be found scattered all over the United States. The boyhood of our subject was passed at the place of his birth until his twelfth year, when he accompanied his parents to their new home in Waukegan, Illinois. Here he remained until he was sixteen years of age, when he went to Chicago and was employed in a clerical capacity until he attained his majority. This was in 1856, a time of intense political excitement, when all the vital questions were being agitated which a few years later were settled by four years of civil war. Mr. Kellogg became deeply interested in the great issues of the day and upon the leading issue of the time, the admission of Kansas as a free or slave state, was radically against the further extension of human slavery. Under the influence of the great excitement which prevailed over the subject, he went to Kansas in 1856 as a free state man and joined a company of free rangers, participating in the stirring scenes which followed, and which made the admission of Kansas into the Union a most memorable event in our national history. His experience during this exciting period served to intensify his love for adventure, and from this time until he finally settled in Seattle, his life was a series of almost constant changes. He visited many places, but with no purpose save to see the country, remaining in no place except long enough to procure the means to move on to new scenes. One of the most interesting experiences during this period was his connection with a party of young men like himself, made up at Kansas City for the purpose of exploring, hunting and prospecting in the Rocky mountains. The expedition left Kansas City in the fall of 1857 and spent six months in the mountains, camping at the junction of Cherry creek and Platte river, where Denver city is now located, at which time there was not a white man residing within eight hundred miles of the site now occupied by Colorado's great capital city. This novel experience in the mountains was followed by brief periods of residence at Memphis, New Orleans and Boston. From the latter city he shipped before the mast on a vessel bound for the Pacific coast, leaving Boston July 19, 1859. After a rough passage of five months, he arrived in San Francisco. From that time until the spring of 1861 he remained in California, traveling extensively over the state. In March, 1861, he sailed north to Victoria where he remained a few months, and in September, 1862, arrived in Seattle, then a small village with five stores and not more than fifty families. The natural beauty of the site, its magnificent facilities for commerce and the richness of its undeveloped tributary country all conspired to impress him, and inspire within him a faith in the ultimate destiny of the place as a great, rich and populous city, which feeling from that time to the present, through disasters, through fierce competitions and other difficulties, has never been shaken. A few months after his arrival his brother Gardner Kellogg came, and together they opened the first drug store in Seattle, under the firm name of Kellogg Bros., a business which is still carried on by Gardner Kellogg.

Mr. Kellogg remained at Seattle about a year, when he returned east and for five years was traveling salesman for a Chicago house. During this time, in 1868, he was married to Miss Anna Tull of Monroe, Michigan, after which he returned to Seattle and took up his permanent abode. For several years he was employed by Yesler & Co., but since 1879 he has been engaged in manufacturing business, although ever since he has been in Seattle real estate speculation has engrossed much of his time and attention, to which, through the exercise of unusual foresight, he owes almost entirely the comfortable fortune he now possesses.

Mr. Kellogg has been a Republican since the birth of the party and may be termed an intense partisan. He has always been a zealous worker in behalf of his party, but never with the hope of personal reward. During the war for the preservation of the Union he was a strong supporter of the Union cause, and while in California joined a company raised for the purpose of tendering its services to the government to aid in suppressing the rebellion. This was done but the government refused to send them to the front, deeming their services necessary to maintain peace and order along the Pacific coast and to suppress Indian depredations.

During his long residence in Seattle Mr. Kellogg has been foremost in support of every movement to advance and promote the material welfare of the city, begrudging neither of his time or his means to that end. He has always been one of the city's most helpful and enthusiastic friends. The times never looked so dark, adversities never came fast enough, nor were the combinations of wealth and power arrayed against the city ever strong enough to weaken his faith or to cause him to relax his energies in behalf of the city's growth and progress. It has been this spirit, such as Mr. Kellogg has shown, which has made Seattle what she is to-day, and which has given her at the right time in her career an impetus onward that will be felt for many years to come. Mr. Kellogg is a man of positive views, an aggressive, energetic worker, a man of the most exemplary habits, whose aid is extended to all worthy objects, and an excellent type of that sterling manhood which is so strongly characteristic of the pioneer business men of Puget Sound.

LEARY, JOHN, has been for twenty years and more, one of the most helpful and positive factors in all of those larger undertakings which have contributed to the present greatness, and have made certain the continued supremacy of Seattle. His active identification with the city began with its infancy and through all of its struggles and triumphs to its present stalwart manhood, few have more thoroughly left the impress of their individual efforts on the progress of affairs.

He was born in 1836, at St. Johns, New Brunswick. His practical business experience began at an early age, and he soon developed unusual aptitude for business and a genius for the successful creation and management of large enterprises. From 1854 until 1867 he was extensively engaged in the manufacture and shipping of lumber, and was also a large dealer in general merchandise at St. Johns and the town of

Woodstock, New Brunswick. A high degree of success followed his exertions in lumbering, and in early manhood a modest fortune was secured, which was unfortunately swept away by the repeal of the reciprocity treaty between the United States and Canada. In 1867 he removed to Houlton, Maine, where for a short time he was also engaged in lumbering. The Puget Sound region had at this time become famous as a lumbering center, and it was this fact, together with the much talked of railroad to the north Pacific coast, which induced Mr. Leary to come to Washington Territory. He arrived in Seattle in 1869. The place was then a mere straggling frontier village with not more than 1,000 inhabitants. He was then in the very prime of manhood, had had an extensive experience in business affairs and was well prepared both by experience and keen business sagacity to take advantage of the undeveloped wealth of natural resources which surrounded him.

In 1871 he was admitted to the bar, and became a member of the law firm of McNaught & Leary, continuing such relationship until 1878, when he entered the law firm of Struve & Haines, under the firm name of Struve, Haines & Leary. In 1882 he retired from active legal practice. During this time he served several terms as councilman and in 1884 was elected mayor of the city. It is, however, in connection with great business enterprises that Mr. Leary had rendered conspicuous service and will be best remembered. When he came to Seattle none of the important enterprises which have made possible its present greatness had been inaugurated. The most vital period of the city's history had just begun. Only men of the keenest foresight anticipated and prepared for a struggle, the issue of which meant the very existence of the city itself. No city so richly endowed by nature ever stood in such need of strong, brave and sagacious men. Mr. Leary was among the first to outline a course of action such as would preserve the supremacy of Seattle, and with characteristic energy and foresight he threw himself into the work. A natural leader, he was soon at the head of all that was going on. A pioneer among pioneers, it fell to his lot to blaze the way for what time has proven to have been a wise and well directed move. When the Northern Pacific Railroad company sought to ignore and possibly to commercially destroy Seattle, Mr. Leary became a leader of resolute men who heroically undertook to build up the city independently of the opposition of this powerful corporation. To this end the Seattle & Walla Walla railroad was built, an enterprise which at the time served a most useful purpose in restoring confidence in the business future of the city, and which has ever since been a source of large revenue to the place. The history of the period which immediately preceded and followed the building and operation of this road has been exhaustively treated in this volume. Throughout the entire struggle, which involved the very existence of Seattle, Mr. Leary was most actively engaged, and to his labors, his counsel and his means the city is indeed greatly indebted.

In 1872 Mr. Leary in company with John Collins opened and operated the Talbot coal mine. He also organized the company for supplying the city with gas, and was its president until the works were sold in 1878. The present system of water works, now owned by the city, was another enterprise which he was largely instrumental in establishing.

When Mr. Leary came to Puget Sound, much of Washington Territory was a *terra incognita*. Little, if anything, was known as to the extent of the coal deposits and nothing of its iron mines. Mr. Leary at a very considerable outlay and on his own responsibility, undertook to secure correct information in regard to the mineral resources of the country. During the years from 1878 to 1880 he sent out exploring parties all along the west coast to Cape Flattery, and on the Skagit and Similkimeen rivers, the Mount Baker district and several counties in Eastern Washington. The results of his explorations showed clearly that Western Washington abounded in coal and iron, and contained here and there valuable deposits of the precious metals. This was a great service to the state, Mr. Leary doing in this connection what in other states had been done at the expense of the commonwealths themselves.

In 1882 Mr. Leary, being the principal owner of the Seattle *Post* (now consolidated with the *Intelligencer* under the present title of the *Post-Intelligencer*), undertook and accomplished the amalgamation of the morning papers under one management, and to provide suitable offices, erected what was known before the fire as the "*Post* building." In 1883, in connection with Mr. Yesler, he built the Yesler-Leary block at a cost of more than $100,000, which at the time was the finest business block in the city. This building was burned in the great fire of June, 1889.

There have been few enterprises connected with the development of Seattle which have not felt the stimulating influence of Mr. Leary's exertions. He took an active interest in the establishment of the Alaska mail service, which has been the means of building up a very large trade between that country and Seattle. His enterprise is proverbial and such is the confidence in his business judgment that his connection with any project commands for it ready support. That his services are eagerly sought after in an executive capacity in connection with financial and business enterprises is but natural. Besides being president of the Chamber of Commerce, of which institution he was among the organizers, he is president of the Seattle Land and Improvement company; president of the West Coast Improvement company; president of the Seattle Warehouse and Elevator company; one of the directors of the Seattle, Lake Shore & Eastern Railway company, and one of the promotors and directors of the West Street and North End Electric Railway, and the James Street and Broadway Cable and Electric Line. He is also president of the Rainier Club, the leading social organization of Seattle, and a regent of the University of Washington. He was also elected president of the Seattle National bank, recently organized, but was obliged to resign the position soon after his election on account of his numerous other duties.

In February, 1891, he organized the Columbia River and Puget Sound Navigation company with a paid up capital of $500,000, and took one-fifth of its capital stock. The steamers *Telephone*, *Fleetwood* and *Bailey Gatzert* are owned by this corporation, and it is now building the *Floyd* at Portland. Two other steamers will also be ready for the Puget Sound and Victoria route in the spring of 1892.

It is a characteristic of Mr. Leary's make-up that he moves on large lines and is never so happy as when at the head of some great business enterprise. His very presence is stimulating. Bouyant and hopeful by nature, he imparts his own enthusiasm to those around him. He has not overlooked the importance of manufacturing interests to a city like Seattle, and over and over again has encouraged and aided, often at a personal loss, in the establishment of manufacturing enterprises, having in this regard probably done more than any other citizen of Seattle. He has ever recognized and acted on the principle that property has its duties as well as rights, and that one of its prime duties is to aid and build up the community where the possessor has made his wealth. There are few men in the city, therefore, who, in the course of the last twenty years, have aided in giving employment to a larger number of men than Mr. Leary, or whose individual efforts have contributed more of good to the general prosperity of Seattle.

He has now practically retired from active participation in business to enjoy well earned rest. In the course of his residence in Seattle he has had the satisfaction of seeing his brightest hopes for the city realized. He has seen the straggling frontier village of 1869 become the live, progressive city of upwards of 50,000 people.

HALL, GEORGE W., one of Seattle's earlier and best known citizens, was born in 1840 in Jackson county, Virginia, where his parents were then residing. His father, Wm. Hall, a furniture manufacturer, was a native of Ohio, and a son of one of the earliest settlers of Marietta. His mother, Mary Cohen, was a native of Virginia. Soon after the birth of our subject the family moved to Lawrence county, Ohio, then a new and sparsely settled community. Here his boyhood was passed. After receiving a good common school education, he learned the pattern-maker's trade, serving an apprenticeship of three years. Equipped with the means of earning a livelihood and desiring to see and perhaps settle in the remote west he went to New Mexico in 1862. From there, in 1863, he migrated to Montana, and for nearly six years thereafter was engaged in mining in different parts of that territory. He was moderately successful in mining, but the uncertainties of such a life illy suited one of his temperament, and in the fall of 1869 in looking for a place in which to permanently locate he came to Seattle, at that time a small hamlet with little to indicate that within two decades it would become a great metropolis. Determining to cast his fortunes with the city he at once became a positive factor in the development which had then barely begun. With D. R. Lord he embarked in building and contracting and was engaged in this line of work for some two or three years, after which and with R. C. Graves he engaged in furniture manufacturing, being the pioneer in this branch of business in Seattle. Later on, with Paul Paulson, he established the Hall & Paulson furniture company, which afterwards became a stock company in which S. D Crockett and W. R. Forrest also became interested. This company, of which Mr. Hall was president and manager, largely through his efforts soon developed into a large and prosperous concern, the output during recent years averaging over $100,000 annually. In 1888 Mr. Hall sold his interest and has since devoted his time and attention to the management and improvement of his real estate property. Politically Mr. Hall has always been a consistent Republican, but never a seeker after political office. The positions which he has filled have been such as fell within the scope of his duty as a citizen and which the welfare of the city rather than his personal inclinations induced him to accept. For five terms he has been a member of the city council and has recently been elected for another term. His record as a city official has been a most excellent one and has received the approbation of his constituents

Geo W Hall

irrespective of party. During the practical reorganization of the city since the fire of June, 1889, the extensive city improvements which have been carried on have given rise to many novel and perplexing questions, in the solution of which the city council has been confronted with many and great difficulties. At no period in the history of the city has the council had to decide so many important questions affecting the present and future prosperity of the city. During this time of onerous service Mr. Hall has been a warm advocate of every measure to advance the city's welfare and unflinchingly on the side of the most progressive ideas in the management of city affairs. He is a member of the Odd Fellows and for seven years was grand treasurer of the lodge.

Mr. Hall was married in 1872 to Miss Mary V. Bell, daughter of William N. Bell, one of the founders of Seattle. They have had four children, all of whom are living, their names in order of birth being as follows: Edna, Ivy, Olive and Aidine.

Personally Mr. Hall is modest and retiring in disposition, a man of sterling integrity of character and universally recognized as one of Seattle's most progressive and helpful citizens. From the infant days of the city's history to its present stalwart manhood he has ever been a ready contributor to the city's prosperity and no one is held in esteem more deservedly than he.

GEORGE, JESSE WILLIAM, for eighteen years a resident of Seattle and closely allied with the growth and development of the city, was born in Morgan county, Ohio, November 11, 1835, and is the second son of Presley and Mahala (Nickerson) George. His father was a native of Virginia but early in life migrated to Ohio, where he married and lived for forty years. The mother of our subject was a descendant of an old Puritan family of the Bay state, and in 1817 removed with his family to Ohio. His grandfather on his father's side drew a pension for services as a soldier in the Revolutionary war.

In 1851 Presley George, with his wife and three sons, Hugh N., Jesse W. and M. C. George, crossed the plains to Oregon, settling on a donation claim near Lebanon, Linn county, which is still known by his name. Here he developed a farm of great productiveness, reared his family and discharged to the utmost every obligation resting upon a good father, husband and citizen. During the latter end of his life he resided at East Portland where he celebrated his golden wedding in 1876, and where he died, December 23, 1879, at the advanced age of eighty-two years. His widow survived him nearly eleven years, having passed away at the home of her son in Seattle on December 20, 1890, in her eighty-third year, retaining to the last her mental and physical vigor.

The subject of our sketch received his rudimentary education at the district school in his native county in Ohio, and after arriving in Oregon for a short time attended Santiam academy in Linn county. He remained at home engaged in farm labor until his twenty-fifth year, when he settled on a farm of his own near Lebanon. Here he remained taking prominent interest in local affairs and developing unusual business capacity until he removed to Seattle in 1872. During this period he served for several years as trustee of Santiam academy and as a Republican took an active part in political affairs. Upon locating in Seattle he at once entered actively into the business development of the city, acquiring extensive real estate and property interests. He was one of the three original organizers of the Washington iron works, and actively assisted in the projection of the first railroad from Seattle, being one of the committee to secure right of way from Seattle up the White river valley to Puyallup station. During latter years he has acted in a similar capacity for the Union Pacific railroad company and at present is engaged in work of the same nature for the Seattle & Montana railroad company. In July, 1884, he was appointed by President Arthur United States marshal for the territory and served until after the change of administration. During the great fire of June, 1889, he suffered a considerable loss of property, but with the same spirit which animated so many other citizens after that great catastrophe, he at once set about re-building and has since constructed on the corner of South Second and Main streets a fine six-story brick building which forms one of the notable structures of the city.

Mr. George is a man of sound business judgment and firmness of character, which, united to his high integrity, make him one often consulted and whose opinions in regard to business enterprises are generally followed. He is modest and naturally little inclined to be self-assertive, but his strong and positive individuality has nevertheless made him a well recognized power in the community. He was married in 1860 to Miss Cassandra Eckler, who came to Washington Territory with her brothers and sisters in 1853. Her mother died in her infancy and her father on the trip across the plains. They have had five children, four of whom are living. The eldest, Janet, is the wife of W. H. Llewellyn of Seattle. The others in the order of their birth are Amy, Mark and Hugh George.

Mr. George's eldest brother, Hugh N. George, was for several years one of the prominent educators of Oregon, was a lawyer by profession and for a time was editor of the Albany *Journal*. He was one of the presidential electors in Oregon in 1864, and carried to Washington city the vote of the state in favor of the re-election of Abraham Lincoln. He died May 9, 1871. The youngest brother, M. C. George, is one of the leading lawyers in Portland, Oregon. He has been a prominent figure in the political history of the state and for two terms was a member of Congress.

MACKINTOSH, ANGUS. Seattle's representative business men are proverbially men of pluck, grit and push. In one generation they have built up a great commercial city, and upon such a substantial basis have they placed it that the disastrous fire of June, 1889, which leveled to the ground block upon block of the best portion of the city and annihilated ten million dollars' worth of property, was but a temporary shock, and to-day, less than two years after the fire, the city is greater and grander than ever, a monument to the amazing enterprise and courage of its people.

Angus Mackintosh is an excellent type of the progressive and able business men who have made Seattle what it is to-day. His name indicates his Scottish lineage, and, although he claims no descent from the thanes and chiefs who led the kilted sons of the mountains to death or victory, he is the heir to what is of infinitely greater importance—the invincible courage and iron resolution of that great race of highlanders. His father, Norman Mackintosh, emigrated to Canada and was married there, and in Ontario, in 1839, Angus Mackintosh was born. The common schools afforded him little chance of a first class education, but what there was to be had he soon acquired, and, having exhausted the curriculum, at the age of sixteen he became a school teacher himself. He then secured an entrance to Huntingdon academy at Quebec, studied there for a year, and again resumed the work of teaching in Ontario. Canada, however, was too slow for his active mind. He accordingly removed to Philadelphia, studied at the Commercial academy, and graduated in 1862. Having joined the commissarial department of the Army, he was stationed at Arlington Heights until 1863, when, becoming disabled by sickness, he removed to Michigan, and entered into the lumber business there. Seven years later, at the age of thirty-one, he resolved to try his fortune on the shores of Puget Sound, whose wealth as a lumbering region was just then beginning to be known.

He arrived on the coast in 1870, but found it required more capital than he had at his disposal to engage in the lumber trade. He cast about for something to do, and learning that no registry of titles existed in King county, he began preparing abstracts, and for nine years continued to make handsome profits in indexing. In 1879 he organized the banking firm of Mackintosh & Reeves. In 1883 this was changed to the Merchants' National Bank, of which Mr. Mackintosh has since been president. Immediately after the establishment of his bank he organized the Seattle Lumber and Commercial company, with a capital stock of $10,000. This company paid dividends of ten per cent. per month for five years and then had a surplus capital of $100,000, after passing through the great fire of June, 1889. In 1884 he organized the Safe Deposit and Trust company, of which he is president and the principal stockholder. This company is one of the leading financial institutions of the new State of Washington, and owns a building and safe deposit vaults second to none of the kind found in the large eastern cities.

He was one of the promoters of the Seattle, Lake Shore & Eastern Railroad, which has done so much to promote the welfare of Seattle. In 1871 he married Miss Peebles, a New York lady. They have two children.

Politically, Mr. Mackintosh has been affiliated with the Republican party, but his connection has principally taken the shape of helping to provide the sinews of war. His business has made too great a demand upon his time to afford him leisure to amuse himself with politics. To push himself to a position in the fore rank of the business men of the west needed all his time and energy, and to that task he has been devoted He has indeed been the architect of his own fortune, the builder of a proud estate for his children, to whom he will leave what is better than wealth—an untarnished name and a brave example of pluck and perseverence.

WEED, DR. G. A., is one of the pioneer physicians of Seattle, having been prominently identified with the city during all the marvelous changes which have occurred in its development from a frontier village to a city of 50,000 inhabitants, and which has every promise of becoming one of the great commercial and industrial centers of our country. The story of the city's growth and progress for the last two decades, since Dr. Weed linked his fortunes with its destiny, has already been told. It covers a period the most eventful in its history, and during all of these years he has been a positive force in the moulding and shaping of events which have made possible the Seattle of to-day. Modestly and with no desire to appear conspicuous, he has given of his time, ability and means to promote the city's good, and to the extent of his power to do and to give, the city has had no more helpful or loyal friend than he.

Both branches of Dr. Weed's family settled in America at an early day. His maternal ancestors came to New Jersey in colonial times and were among the earliest settlers of that state. Joseph Doty, his grandfather on his mother's side, served in the war for independence from that state, and there many of his descendants still reside. On the paternal side, the Weed family from which our subject is descended originally settled in Danbury, Connecticut, from which point Jonathan Weed, his grandfather, removed to Western Massachusetts. He also served in the continental army during the revolution.

Dr. Weed was born in New Providence, New Jersey, in March, 1833. He began the study of medicine in New York City and later graduated at Rush Medical College in Chicago. In 1858, shortly after his marriage, he went to California, where he located and began his professional career. During the Washoe mining excitement he went to that lively camp, where he remained engaged in the practice of his profession for nearly five years. He then lived in Truckee for a year, from which place he removed to Vallejo, California, where he was engaged in professional work until 1870, when he came to Seattle.

The metropolis of the new State of Washington was then but a hamlet with barely one thousand inhabitants, but Dr. Weed was pleased with the situation and even then was convinced that from its unrivaled position it was destined to become the chief city of the Sound. He at once began the practice of his profession and carefully invested his earnings in real estate, to which wise action he owes the comfortable fortune he now possesses. Shortly after the arrival of Dr. Weed in Seattle, the great struggle of its citizens for railroad connection was begun, which has been so fully treated of in preceding pages. When the very existence of the city was threatened by a powerful corporation, with its millions of acres, its eastern bankers, its European connections and its influence in Congress, Dr. Weed was among those resolute men who boldly defied the power of the great company which would treat the territory and its people as its property. The result of the unequal fight has been told. The triumph of the people of Seattle, despite every obstacle which wealth and greed could devise, was signal and complete. Throughout the struggle Dr. Weed was active and ever ready to do his full share of the work, cheerfully contributing of his time and means to promote the end in view.

Although from the time he first came to Seattle he has occupied a leading position in his profession, Dr. Weed has always taken that interest in political affairs which every good citizen owes to his fellows. In 1875 he was elected on a non-partisan ticket mayor of Seattle and was re-elected in the following year. His administration of city affairs was marked by a painstaking effort and was eminently practical and efficient. During his term he instituted many reforms in the management of municipal matters, and earned the approval of citizens irrespective of party lines. For ten years he was a regent of the university of Washington. He has always been an earnest advocate of medical organization, and largely through his efforts the King county medical society was organized, and he was elected its first president. He was also one of the prime movers in the organization of the state medical society.

Dr. Weed was originally a member of the Republican party and supported its presidential candidates from Fremont to Garfield. Since 1880, however, he has been a Prohibitionist. He was married in the fall of 1857, a few months prior to his removal to the Pacific coast. His wife, formerly Miss Adeline M. Willis, of Marion, Iowa, is well known throughout our city, and has always been foremost in religious, philanthropic and moral reform work. She is a lady of culture and possesses literary taste and ability of a high order. Her influence upon the social life of our city has been pronounced and in every way beneficial.

The married life of Dr. Weed and wife has been one of singular congeniality and happiness. They have had two children, a son and a daughter, Benjamin and Mabel, both of whom are now attending the university of California. Dr. Weed is an excellent type of a good citizen. His influence is always cast for whatever will add to the city's prosperity or improve the moral or physical good of his fellows. He is a firm and uncompromising supporter of law and order, and during the anti-Chinese riot did not hesitate to take his stand with the law abiding citizens of Seattle to protect the lives and rights of even a detested race. He is a man of positive views and nothing of a time-server, and his devotion to a principle he believes to be right is unchangeable. As a physician he has always enjoyed a most extensive and lucrative practice, and the success which has attended his professional labors has been highly gratifying. Naturally retiring and of a modest disposition, he dislikes publicity of any kind, and finds his chief pleasure within his own family circle or with old and congenial friends. No man in Seattle more fully or thoroughly enjoys the confidence of all who know him than Dr. Weed. Even those who radically differ from him on political or other questions admire his integrity of character, and the sincerity of purpose which has ever actuated him.

BAGLEY, DR. HENRY B., was born near Auburn, New York, March 12, 1845, and is a son of Dr. Alvin Bagley, a well known medical practitioner in New York, Ohio and Michigan, who came to Seattle in 1872, where he died in 1885. Five years after the birth of our subject, the family moved to Ohio, where his early boyhood was passed. At an early age he began the study of medicine under his father's direction, which was supplemented by a course of instruction at the Homeopathic Medical College of Cleveland, Ohio, from which institution he graduated in 1868. The following year he took a post graduate course in Bellevue Medical College, New York. In 1872 he was elected professor of the principles and practice of surgery in the Michigan Medical College, holding this position until 1875, when he resigned to remove to Washington Territory. During the same year he commenced the practice of medicine in Seattle, in which he has since continued with most gratifying success.

He at once took a prominent place in his profession and for many years he has stood at the head of his school of practice in Seattle. In 1889 he was elected president of the King County Homeopathic Medical society, and in 1890 was chosen president of the Homeopathic Medical society of Washington. In May, 1890, he was appointed on the state board of medical examiners.

Dr. Bagley has also been one of the most active promoters of Seattle's material prosperity. Possessed of excellent business judgment, he has been very successful in real estate speculation and has acquired a comfortable fortune. He has been a member of the city council of Seattle. With D. T. Denny, George Kinnear and E. M. Smithers he was the originator of the scheme to connect, by a canal, Lake Washington and Lake Union. He is also president of the Seattle Improvement company and a director in the Washington National bank. During recent years the management of private business affairs has usurped so much of Dr. Bagley's time as to cause him gradually to relinquish the practice of his profession, and at the present time he has virtually retired from active professional work.

Dr. Bagley is a man of extreme modesty, and has always declined positions which would bring him conspicuously in public view. He has ever been ready to contribute his full share toward the material prosperity of the city, but has always preferred to perform his part in an unostentatious and quiet way. Both as a physician and a citizen he enjoys the confidence and respect of the entire community, and is regarded as one of the substantial characters upon whom the present and future prosperity of Seattle so largely rests.

Dr. Bagley was married in 1874 to Miss Kittie Sweet of Marshal, Michigan.

GREENE, ROGER S. The descendants of many of the distinguished families of the Atlantic states have become the builders of our own communities. This is particularly true of the New England states, which have contributed a large army of their sons and daughters whose brain and brawn have helped develop the resources and build up an empire in that vast region west of the Rocky Mountains. The subject of this sketch, for several years the chief judicial officer of Washington Territory and now one of the ablest lawyers of the Seattle bar, is one of New England's sons whose high integrity, and whose efforts to elevate the tone of society and keep pure the moral sentiment of the community, make a double claim upon our respect and recognition. He comes of old New England stock, and in his character can be detected some of the strongest virtues of his ancestry. On the maternal side he is a grandson of Roger Sherman, one of the signers of the Declaration of Independence. His mother, Mary Evarts, was the daughter of Jeremiah Evarts and a sister of William M. Evarts, recently United States Senator from New York, who for many years has been recognized as the ablest member of the American bar. His father, Rev. David Greene, a native of Stoneham and long a resident of Boston, Mass., was for twenty years corresponding secretary of the American Board of Commissioners for Foreign Missions. The family residence was at Roxbury, Mass., now a part of Boston, and there December 14, 1840, Roger Sherman Greene was born. Here his boyhood was passed until his eighth year, when the family removed to Westborough, Massachusetts, and two years later to Windsor, Vermont. He received a most carefully conducted elementary education, and after completing an academic course entered Dartmouth college, from which institution he was graduated in 1859. Soon thereafter he began the study of law in the office of Evarts, Southmayd & Choate in New York city, a firm composed of as brilliant men as ever adorned the bar of the metropolis of America, each of whom had at that time gained national renown. In this office as student and afterwards as managing clerk, he had an excellent opportunity of gaining a most valuable preliminary legal training. In May, 1862, he was admitted to practice, but at this stage of his career the war for the overthrow of the Union had begun to assume the aspect of a great struggle, and his loyalty to his country induced him to abandon the idea of beginning his professional career and to enter the service of his country. In September, 1862, he enlisted under commission of second lieutenant of Company I, Third Missouri Infantry. In March following he was promoted to first lieutenant in the same company, and in 1863 was made captain of Company C, Fifty-first United States Colored Infantry, serving as such until honorably discharged by acceptance of his resignation in November, 1865. He also served during this period as judge advocate of the District of Vicksburg at the close of 1864 and beginning of 1865, and judge advocate of the Western Division of Louisiana from June, 1865 until retirement from service. He received a gunshot wound through the right arm in the general assault on Vicksburg, while in command of his company, May 22, 1863.

After the close of his military service, Judge Greene was offered the position of Assistant United States District Attorney for the southern district of New York, but declined the office, and in January, 1866, began the practice of his profession in Chicago, where he occupied the same office with Perkin Bass, then United States Attorney, with whom he was ultimately associated in practice. He remained in Chicago until his appointment by President Grant as Associate Justice of the Supreme Court of Washington Territory, when he settled at Olympia. He was twice reappointed, holding the office until January, 1879, when he was commissioned chief justice, at which time he removed to Seattle, where he has since continued to reside. In 1883 he was reappointed chief justice and served until the close of his term in March, 1887. Upon retiring from the bench, Judge Greene formed a co-partnership in the practice of law with C. H. Hanford and John H. McGraw, which a few months later was dissolved and a new firm formed under the style of Greene, McNaught, Hanford & McGraw. A year later this firm was dissolved, at which time Judge Greene temporarily retired from practice. In June, 1889, he resumed his professional labors, and has since been associated as partner with J. J. Turner under the firm name of Greene & Turner.

A prominent member of the Seattle bar writes of the character and ability of Judge Greene as follows:

In the life record of one who has served the public in positions of responsibility and been an actor in important public events, it is proper to give a just estimate of the man and describe the qualities of his nature and the principles which have guided his conduct. To do so fairly without bestowing fulsome eulogism on the one hand, nor disparaging by faint praise on the other, it becomes necessary to survey the field of his labor, and consider the weight and importance of the duties which he has undertaken to perform, the difficulties encountered, the measure of his success and the contemporaneous and subsequent criticisms or plaudits of his behavior. Thus, to estimate and describe the character, qualities and principles of a friend is the somewhat delicate task assumed by the writer. And now to begin: No court on earth possesses a wider range of jurisdiction than the district courts and supreme court to which Congress and the territorial legislature gave cognizance, either original or appellate, of every case which could possibly be a subject for judicial determination within the bounds of Washington, a territory which by reason of its situation and geographical features, and the infinite variety of its natural resources necessarily became during the period of its development, the seat of transactions and occurrences giving rise to new questions under every branch and classification of law affecting the rights of either citizens or aliens on land, at sea, or in mines deep beneath the surface. The same men were required to preside as judges of the *nisi prius* courts, and also review the decisions and rulings made by each other when sitting in *banc* as an appellate tribunal. Among the qualities requisite for the performance of such duties are—a natural sense of justice, honesty, fairmindedness, firmness, courage, caution, industry, knowledge, a good memory, habits of close observation and accuracy, clearness of mental vision, quickness of perception and a physical constitution able to endure hard labor and unceasing mental strain; in brief, the position requires a man having a combination of all the highest and best attributes of manhood. To such a position Judge Greene was called in his thirtieth year, and for seventeen years thereafter he filled it in a manner to satisfy the people and gain for himself a reputation among the lawyers of the nation as an able, upright and fearless judge. His first appointment was for a term of four years as associate justice and judge of the Second judicial district, including all the counties west of the Cascade mountains and south of Pierce, Kitsap and Jefferson. At that time he was a non-resident and unknown in the territory. He at once came with his family, established his permanent home in the territory, and with enthusiasm joined his new townsmen and neighbors in all plans and efforts towards material, social, intellectual and religious advancement. Besides performing all official duties in a most thorough and painstaking manner, and laboring with his own hands in making a home for his family, he assisted home enterprise in initiating railroad construction; he aided social and literary associations by delivering lectures gratuitously, and he became a zealous worker among the churches and Sunday schools of the Baptist denomination.

At the expiration of the term for which he was appointed, upon the recommendation of the bar of his district, President Grant re-appointed him for a second term of four years; at the end of that period upon like recommendation, President Hayes again re-appointed him and upon the retirement of Chief Justice Lewis in 1879, he became chief justice of the territory and judge of the Third judicial district. In 1883 President Arthur gave him an appointment for a second term, and he continued to serve until relieved by Richard A. Jones in March, 1887.

In the performance of his official duties, Judge Greene did not spare himself labor. He gave to every case a patient and thorough investigation. Besides the supreme court, he held ten terms of the district court each year, and at each term delivered a carefully prepared written charge to the grand jury. In deciding the new and important questions which were constantly being submitted to him he generally committed his views to writing before announcing them, and yet the delays suffered

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by litigants were only in a slight degree, if at all, due to the withholding of decisions for the sake of time to prepare opinions. He was always prompt in the dispatch of business, and after a question had been submitted his decision followed quickly. He has been criticised for laxity in administering the criminal law, but the criticisms were not merited, for while Judge Greene gave to every person arraigned before him a fair trial, and although his heart was full of sympathy and free from malice towards transgressors, yet the records of his court will show that in sentencing convicts he dealt out punishment with greater severity than most judges do.

While it will not be said that his judgments are free from error or that as a judge he was infallible, still it is true that after giving credit for the good, debiting him for all errors and striking a balance, his record is above the average of good judges. All who have known him agree that all his judgments were intelligent and conscientiously rendered.

Since returning to practice as a member of the bar, Judge Greene has been successful in securing the confidence and esteem of a large number of desirable clients and building up a large practice. He is a scholarly, experienced and skillful lawyer, just in the prime of his manhood apparently, with many years in which to be useful yet before him.

Upon becoming chief justice of the territory in 1879, Judge Greene changed his residence to Seattle, and from that time this city has not had among all her loyal sons a more ardent lover or useful citizen. It is something to be thankful for that so glorious a city, with all her other advantages and resources, is so richly endowed in the talents of a large number of her citizens who may be relied upon to aid in her future progression.

BURKE, THOMAS. Few citizens of Seattle have done more to advance the growth of the city and to elevate it to its present enviable position than Judge Thomas Burke. For more than fifteen years he has been one of the acknowledged leaders of its bar. During this entire period his influence upon both the moral and commercial development of the city has been great and constantly increasing. He has ever been a power. His efforts have ever been put forth in the cause of progress, both material and intellectual. No well-directed movement, having in view the good of the city or its people, has been without his active assistance. No great enterprise has been inaugurated without his co-operation and advice.

Judge Burke has been a resident of Seattle during almost the entire period of his active life. He was born in Clinton county, New York, December 22, 1849. In 1861 he removed with his parents to Iowa, where he resided four years. In the summer of 1868 he went to Ypsilanti, Mich., and for a time got work on a farm near town, until he had earned money enough to pay for his tuition and maintenance at the seminary. He continued at the seminary part of each year, teaching school in the meantime, and was graduated in 1870. In the fall of the same year he entered the University of Michigan at Ann Arbor, remaining six months, and then being obliged to teach school for about the same length of time in order to obtain means for continuing his studies. The following year he alternated between teaching and attending the Law Department of the University. In 1872, he went to Marshall, Mich., where he studied law for two years when he was admitted to the bar. In May, 1875, he reached Seattle, and at once began the practice of his profession.

Judge Burke's abilities were soon recognized by the people of Seattle. In less than two years after his arrival he was elected probate judge of King county. In 1880 and again in 1882 he was nominated for delegate in Congress by the Democratic party, of which he was already the acknowledged leader in the territory. The Republican majority was too great to be overcome, however, and on both occasions Judge Burke was defeated, although the large vote cast in his favor attested his popularity in all parts of the commonwealth. Since 1882 Judge Burke has not been a candidate before the people for any office. He has continued, however, to take a warm interest in politics and has been numbered among the ablest and most aggressive champions of Democracy

While he has thus taken a deep interest in public affairs, however, Judge Burke did not neglect his profession to which he devoted both his time and his abilities with the lavishness of an enthusiast. His career at the bar has been a notable one. He is a wise and prudent counselor, a logical reasoner and a convincing and impassioned pleader. He was early regarded as one of the ablest lawyers of Washington, and he quickly won and has constantly maintained a position as one of the leaders of a bar which numbered among its members such men as Henry G. Struve, James McNaught, Elisha P. Ferry, John C. Haines, Joseph R. Lewis, Orange Jacobs and Roger S. Greene. In 1880 he formed a partnership with Unit M. Rasin, and the firm, which was soon one of the best known legal firms in the northwest, was known by the name of Burke & Rasin. In 1885 this firm was dissolved and Judge Burke soon afterwards formed a partnership with G. Morris Haller under the firm name of Burke & Haller. This connection was ended by the death of Mr. Haller in 1889, and in the following year the firm of Burke, Shepard & Woods was formed, Thomas R. Shepard and Andrew Woods being associated with Judge Burke. This firm numbers among its clients many of the strongest and most important corporations operating in Washinton.

A sketch of Judge Burke's legal career would be incomplete without reference to his short but notable career as chief justice of Washington Territory. In 1884 the district court of the third judicial district of Washington Territory was in a doleful plight. Owing to the sickness and death of two successive justices, the docket had become crowded almost to the point of hopelessness. For almost a year it had been untouched, and for almost three years no civil case had been tried. Attorneys and litigants were in despair. In this emergency the members of the bar turned to Judge Burke for assistance. Unanimously and without regard to party affiliations they urged him to accept the position of chief justice. He consented to serve for a few months on condition that he then be permitted to retire. He was appointed by President Cleveland in December, 1888, and resigned in the following April. During these few months, however, he brought order out of chaos. The overburdened docket was greatly relieved and many of the most important cases were disposed of. Judge Burke dispatched the business of his court easily and quickly. His decisions were sound, and he graced the bench to as great a degree as he had graced the bar. As all the members of the Seattle bar had united in urging his appointment, all united in regretting his retirement.

Judge Burke was among the promoters and organizers of the Seattle, Lake Shore & Eastern railroad. To him also, more than to any other man, is due the ogranization of the Seattle & Montana railroad and the selection of Seattle as the Pacific terminus of the Great Northern system.

Throughout his career Judge Burke has been actively enlisted in every movement having for its object the advancement of the interests of Seattle. During the long struggle of Seattle for existence he was one of its most hopeful and courageous citizens. He was one of the leaders in its protest against the aggressions of the Northern Pacific, and he has ever been in complete accord with the most advanced thought of its people. In every respect he has been a Seattle man, and his name must be enrolled among the names of those who have made the city great.

Judge Burke is a man of broad culture. He is a diligent and discriminating reader and his mind is stored with the riches which he has gleaned in many fields of thought. He is an ardent lover of books, and he frequently expresses his regret that his life is too busy to permit him to devote to literature as much time as he desires. He is particularly strong in the English classics. He knows no keener delight than to be alone with his favorite books and to allow his thoughts to mingle with those of the masters who built at once the English language and the English character. He is possessed of the oratorical temperament in a rare degree. As a speaker he is fluent and impassioned. He is never at a loss for a word and his words are always correctly chosen and elegantly spoken. He has complete control of an audience, and he is justly regarded as one of the ablest political speakers of the Pacific coast.

McGRAW, JOHN H. The life of John H. McGraw, president of the First National Bank of Seattle and one of the most prominent and influential residents of the city, conveys, as few lives convey, the lesson that to an American citizen endowed with honesty, ability and energy all things are possible. During the fifteen years he has lived in Seattle he has advanced steadily from poverty and comparative obscurity until he has attained a position among the foremost men of Washington.

Mr. McGraw was born at Barker Plantation, Penobscot county, Maine, on October 4th, 1850. When he was little more than two years old his father was drowned in the Penobscot river. His mother was left with three small children and, as he expresses it, "poverty in abundance." The outlook was not a promising one for her or for her young family and she doubtless looked upon the future with little hope and less confidence.

When young McGraw was eight years old his mother married a second time. His home life after this event was not altogether a pleasant one, and when he was fourteen years old he left home because of a disagreement with his step-father. This step, which was taken with his mother's consent, brought him face to face with the world at a time when fortitude and self-reliance are not usually numbered among a boy's characteristics. Thereafter he was compelled to rely entirely upon his own exertions. His equipment for the struggle before him was not what it should have been. His education had been acquired during a few terms' attendance at a country school, and it was no more thorough than the education of a lively American boy of fourteen might reasonably be expected to be. In spite of all disadvantages, however, he succeeded in maintaining himself, and when he was seventeen years old he was employed as manager of a general merchandise store. He continued in this position for four years, and then embarked in a similar business in company with a brother older than himself. This business occupied his attention for the next few years, although it does not appear to have engrossed him entirely, for he was married on October 12th, 1874. In the winter of 1875-76, the firm of McGraw Brothers was numbered among the victims of the business depression then prevailing, and John H. was once more thrown altogether upon his own resources. This reverse disgusted him with the business opportunities offered by his native state, and on July 16th, 1876, he arrived in San Francisco, and five months later, December 28th, 1876, he landed in Seattle, which he had previously determined to make his home.

Mr. McGraw's situation on arriving at Seattle was scarcely better than it had been when he left the house of his step-father twelve years before. He was among strangers. If not penniless, he was much nearer that condition than is reconcilable with feelings of comfort. He had no thought of discouragement, however. On the contrary, he turned with eager hopefulness to the new life before him. His first employment in Seattle was as clerk at the Occidental hotel. He next kept the American house, a small hotel located near Yesler's wharf. His misfortunes had not ended, however, for this hotel was destroyed by fire and he was again compelled to seek employment. He solicited and obtained a position on the police force of Seattle —then consisting of four men.

Mr. McGraw's fortunes were now apparently at the lowest ebb. He doubtless thought as he paced his beat at midnight that his fate was a hard one and that he was doomed to poverty and obscurity. In reality, however, the tide in his fortunes had turned. A favorable current had set in. Unknowingly he had entered upon a career which was to give him a position among the foremost men of the Pacific Northwest. His abilities attracted the people of Seattle. In July, 1879, they elected him city marshal and the city council also chose him as chief of police. He filled these offices, being re-elected in 1880 and 1881, until February, 1882, when he was elected sheriff of King county to fill tne unexpired term of L. V. Wyckoff. He was re-elected to this position in November, 1882, and again in 1884. During his third term occurred the anti-Chinese agitation with its accompanying disturbance of the peace. He promptly made known his intention to uphold the laws and maintain the peace of the county at any cost, and it was owing to this positive attitude, as well as to the tact and good judgment which he displayed that the city was enabled to pass through this ordeal without a disastrous conflict between the law-abiding and the law-defying citizens.

Commendable as was Sheriff McGraw's course during this time of excitement, however, it detracted seriously from his popularity for a time. He incurred the hostility of all who sympathized with the agitation in its lawless phase, and when he was nominated for re-election in November, 1886, he was defeated, together with all the other candidates who had been nominated for county offices by his party.

During his occupancy of the office of sheriff, Mr. McGraw had devoted much of his spare time to the study of the law and had been admitted to the bar. Shortly after his retirement to private life in March, 1887, he entered into partnership with Roger S. Greene, who had formerly been chief justice of Washington Territory, and C. H. Hanford, at present United States district judge for the district of Washington, and began the practice of law. Shortly afterwards Joseph F. McNaught entered the firm, and under the name of Greene, Hanford, McNaught & McGraw it became one of the foremost legal firms of Washington.

Mr. McGraw, however, continued in the active practice of the law for less than two years. As the election of 1888 approached, his friends insisted that he should once more become a candidate for sheriff. They urged that it was necessary for him to do this in order that the people might have an opportunity to show that in their calmer moments they approved his course during the anti-Chinese riots, which, by his former defeat, they had appeared to condemn. He consented to become a candidate for the office and was elected by an overwhelming majority. During this term the county was undisturbed by riot or agitation, and nobody had the slightest criticism to make upon Mr. McGraw's official course. In 1890 he positively refused to be a candidate for re-election, and on the expiration of his term retired to devote himself to the service of the First National bank of which institution he had some months before been chosen president.

In politics Mr. McGraw is an ardent Republican, and he is one of the acknowledged leaders of his party in the state of Washington. He has been a member of the state central committee for several years and the chairmanship of that body was urged upon him by a large majority of the delegates to the state convention of 1890. This position, however, he refused to accept. In the senatorial contest of 1891, he was the central figure. He supported Senator Watson C. Squire for re-election, and to his faithful and intelligent work the success of that gentleman was largely due. Mr. McGraw was many times during the canvass urged to become a candidate for the senatorship himself, and there is every reason to believe that he could have been elected without difficulty. He was faithful in his support of Senator Squire, however, and peremptorily refused to permit the use of his name.

So severe were Mr. McGraw's exertions during this memorable senatorial contest that his health was badly shattered, and he determined to go to California to secure the rest which was necessary for its restoration. A few days before his departure he was presented by his fellow Republicans of Seattle with a magnificent silver service in acknowledgement of the valuable services which he had rendered to his party. In referring to this presentation the *Post-Intelligencer*, on the following morning, February 5th, 1891, said editorially:

> The presentation made to Mr. John H. McGraw last evening by a number of his Republican friends was a heartfelt though necessarily inadequate expression of the honor in which he is held by his fellow citizens. More particularly an acknowledgement of his able, honorable and successful leadership in the recent senatorial contest, it was none the less a tribute to his worth as a man and a citizen.
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> The present is a proper time to testify to the manner in which Senator Squire's canvass was conducted by Mr. McGraw. That his generalship was able, that he was vigorous, keen and resourceful, the result of the battle sufficiently attests. More than this, however, he was open and honorable in his methods, and he comes out of the fight with the respect and friendship of all fair minded men—even of those who were among the supporters of the cause which he overthrew.

Mr. McGraw occupies an enviable position in the state of Washington. Honored and respected by men of all parties, enthusiastically supported by his Republican friends, he is unconsciously a typical representative of what is strongest and best in American citizenship. That he may soon be restored to health, that he may return to the state of his adoption strengthened and reinvigorated, is the wish of the thousands who are glad to call themselves his friends.

Mr. McGraw has more than supplied the deficiencies of his early education. Though he makes no pretension to scholarship, he is exceedingly well read, and his literary taste is discriminating and correct. He is extremely modest and it seems impossible for him to appreciate his personal and political successes as they should be appreciated. "Of a career so barren of results not much can truthfully be said," was his reply to a letter asking for a sketch of his life. In spite of his modesty, however, his fellow citizens value him at his true worth and he justly holds a position of influence and honor among the people of Washington.

SQUIRE, WATSON C., ex-governor of Washington Territory and at present serving a second term as United States senator from the newly created State of Washington, was born at Cape Vincent, New York, in 1838. His father was a Methodist clergyman of limited means, and young Squire was early thrown upon his own resources. By industry and perseverance he gained an education, passing with credit through the academies at Fulton and Fairfield, New York, and graduating from Wesleyan University at Middletown, Connecticut. He took a high rank at all of the institutions which he attended in spite of the interruptions which were rendered necessary by his exertions to gain a livelihood and to procure means for continuing his course. His education was in the strictest sense won by himself. Teaching and such other honorable employment as he could obtain occupied his time during his vacations and gained the money which enabled him to be self-supporting.

Upon his graduation in 1859, Mr. Squire became principal of the Moravia Institute at Moravia, New York. He held this position until the breaking out of the rebellion, when he immediately began to arrange his affairs with a view of entering the army. On May 7, 1861, less than two months after the bombardment of Fort Sumter, he enlisted as a private in a New York regiment. He was soon after chosen by the members of his company to act as their captain, but he declined to accept that rank and was subsequently commissioned a first lieutenant. He served with his regiment about Washington and Maryland and Northern Virginia until it was mustered out in October, 1861, being, during the greater portion of the time, in command of his company, the captain having returned to his home after a few weeks' service.

After he left the service Mr. Squire went to Cleveland, Ohio, where he studied law under Rufus P. Ranney and was admitted to the bar. The war continuing, however, he determined to go to the front once more. He accordingly raised a company of sharpshooters, which was one of ten detached companies raised in Ohio at this time. These companies were attached to no regimental or brigade organization, and were, during the entire period of their service, commanded by Captain Squire as senior captain. Captain Squire and his sharpshooters joined the army of Rosecrans

G. H. Heilbron.

immediately after the battle of Stone river. He was promoted for gallant service, first to the rank of major, then to that of lieutenant-colonel, and retired from the service with the brevet rank of colonel.

Immediately after the war Colonel Squire entered the employ of the Remington Arms company, and his connection with that great enterprise continued without interruption for eleven years, during five of which he was the agent of the company at New York, and during the remaining six its general manager. It was he who established the Remington agency at New York and to him is due in a very large measure the phenomenal success of the company during the fifteen years succeeding the close of the rebellion. He made large contracts for the furnishing of ammunition with the goverments of Mexico, the Argentine Republic, the United States of Colombia, Denmark, France, Spain, Sweden, Egypt and other countries of Europe and South America, as well as with the United States, and the state of New York. He armed the entire Spanish army with Remington rifles, besides furnishing 200,000 for use in Cuba, personaly visiting Madrid in connection with this contract. His dealings with other governments were on a similarly large scale.

The crowning achievement of this portion of Colonel Squire's career, however, was his great transaction with the French government. This was the largest transaction of the kind that had taken place up to that time, and it is probably the largest that has ever taken place when the rapidity with which the arms and munitions were furnished is taken into consideration. The value of the purchases of the French government was about fourteen million dollars, among the articles purchased in this country and shipped to France by Colonel Squire being fifty six-gun batteries, with harness, caissons and all accoutrements complete. After the successful performance of this great work Colonel Squire met the committe on contracts of the French chamber of deputies at Versailles and received their thanks for the manner in which the contract had been fulfilled.

In 1877 Colonel Squire's failing health warned him that the duties of his position were too arduous to be longer borne. He accordingly severed his connection with the Remington company and went to Europe, where he remained for two years. On returning to the United States he visited the Pacific coast. He had already made large investments in Seattle, though he had never visited the city. So pleased was he with the city, its prospects and the possibilities of the country surrounding it, that he determined to make it his home. His career since that time is well known. He first devoted himself to farming operations at Renton, but soon began to improve his Seattle property, and since that time has been recognized as one of the foremost and most public spirited of Seattle's business men.

On July 2, 1884, Colonel Squire was appointed by President Arthur, Governor of Washington Territory. The news of the appointment was received in the territory with the greatest satisfaction, not only because of the high esteem in which Colonel Squire was held by his neighbors and fellow citizens, but because his selection marked a new departure in the appointment of territorial officials. Previous to that time such officials had almost invaribly been chosen from among the aspiring politicians of the eastern states. The appointment of Governor Squire was the first one made under this new policy—a policy which was naturally popular among the citizens of the territories. This fact was, however, not the only cause which made the appointment a popular one. Colonel Squire had for five years been a citizen of the territory. His interests were thoroughly identified with those of its people. He was recognized as a public-spirited and enterprising citizen who could be relied upon to use his official and personal influence for the upbuilding of the commonwealth of which he was the official head. It is not surprising, therefore, that Governor Squire's administration opened auspiciously or that the people almost without regard to party gave it an earnest and enthusiastic support.

The first notable act of Governor Squire's official career was the compilation of his annual report which was rendered to the Secretary of the Interior in November, 1884. Previous to this time the rule of the interior department requiring governors of territories to render annual reports had, so far as Washington was concerned, been virtually disregarded. Previous reports had been exceedingly brief, and Governor Squire's immediate predecessor had failed to render any at all. It is not surprising, therefore, that the information concerning Washington Territory possessed by the people of the east was vague and unsatisfactory. Governor Squire perceived the necessity of a full statement of the resources, conditions and prospects of the territory, and he accordingly prepared a report which he designed to cover as nearly as possible, the vast subject which it was his duty to discuss.

This report placed the advantages of Washington before the people of the East as they had never been placed before. Coming with the official stamp, it was accepted as correct by many who had looked upon all former reports concerning Washington, however truthful they might have been, as wild flights of the imagination. There was little concerning the then condition of the territory that was not discussed. Its climate, its resources, its geological formations, its growth and development, the character of its people, in fact everything which concerned the territory or its welfare was presented as fully as possible.

The influence of this report is not to be overestimated. It was eagerly read in the East, and the people accepted its statements as they had never before accepted statements concerning the territory. The edition of this report issued by the government was totally inadequate to the demand, and thousands of copies were printed and circulated by private enterprise. The annual report of 1885 was only less comprehensive than that of 1884. It contained in addition to valuable statistical matter an earnest appeal for the more strict enforcement of the Chinese Exclusion Act. The evils inseparably connected with the presence of Chinese were presented in forcible language, which placed Governor Squire directly in line with the best thought of the Pacific coast on this great question. He advised a revision of the restriction act such as would more effectively prevent the introduction of this much detested race. A few months after his report was issued came the anti-Chinese agitation which shook the social organizations of the territory to its center. During this great crisis, into a discussion of which it is scarcely necessary to enter, Governor Squire was conservative, dignified and firm. His sympathies were on the side of American labor, but he was unalterably opposed to lawlessness or violence in any form, and he staked everything on the maintenance of the law throughout the territory. He came out of this trying ordeal, which is fully dealt with in preceding pages, with the respect of all, as was sufficiently made evident by the commendatory resolutions adopted by the legislature and by the warmly expressed approval of the national administration.

Wm V. Rinehart

Upon the inauguration of President Cleveland, Governor Squire promptly notified him that his resignation would be handed in whenever it was requested. So creditable had been his official career, however, that he was retained in office for two years after the accession of the Democratic administration, though it was well known that he held ultra Republican views and that his political course had always been consistent with these convictions. He was the last territorial governor who was retained in office by President Cleveland. It is but fair to say that his administration of his office was of real and substantial benefit to Washington. By his voluminous and valuable reports and by his firm and consistent course at a time of great public excitement, he strengthened confidence in the territory and its government, and invited immigration and the investment of capital.

Upon retiring from the governorship Colonel Squire returned to Seattle and devoted his entire time to his growing business interests. After the great fire, in which he was among the largest losers, he was among the first to declare his intention to rebuild, and his courageous words and more courageous example did much to inspire the citizens with new hope and to make possible the rapid recovery of the city from the ruin which had overtaken it.

Governor Squire had been prominent in the agitation which preceded the admission of Washington as a state. He was chairman of the statehood convention which was held at Ellensburg in March, 1889, and until the passage of the admission bill he was untiring in his efforts to secure the entrance of Washington into the sisterhood of states. When admission was finally secured he at once became a prominent candidate for United States senator, and when the legislature assembled he was elected to that position by a decided majority of the voters of both houses. Having drawn the short term, his period of service expired at the end of one year, and at that time, so satisfactorily to the people had been his discharge of the duties of his high office, that the demand for his re-election was all but universal. In obedience to this demand the state legislature, in January, 1891, again elected him to the United States senate for a full term of six years. His short period of service demonstrated his eminent fitness for the position and if he continues to labor as zealously and effectively for the interests of Washington in the future as he has in the past he will be entitled to the grateful thanks of the people he has been called to represent.

RINEHART, WILLIAM V., was born December 28, 1835, at Clark's Hill, Tippecanoe county, Indiana. He was raised on a farm and educated at Farmer's Institute, a Quaker school located eight miles from La Fayette, Indiana. At the age of eighteen, he crossed the plains, driving an ox team, and entered the gold mines at Downieville, California, August 25, 1854. In March, 1856, he removed to Aulthouse creek mines, in Josephine county, in southern Oregon, arriving there in the midst of the Rogue river Indian war, and assisted in the protection of the settlers against Indian depredations, being one of the miners to help build the stockades for the protection of the families located in Illinois valley. In 1859 he left the mines and entered the general store of A. B. McIlwaine, at Sailor Diggings, now the town of Waldo.

When the war of the rebellion commenced, the regular troops were withdrawn from the different military posts in eastern Oregon, leaving the country with its scattered population subject to Indian depredations. The settlers were therefore obliged to rely upon themselves for protection. In this emergency Mr. Rinehart was prompt to respond to the call of duty. In December, 1861, he assisted in recruiting Company F, First Oregon Cavalry, at Kirbyville, Oregon, and was mustered in as its First Lieutenant, January 2, 1862. His promotion on account of eminent fitness quickly followed. April 23, 1862, he was made Regimental Adjutant; Captain, December 22, 1863, and Major of the First Oregon Infantry, June 24, 1865, serving in the latter capacity as commandant of Fort Klamath until it was garrisoned by regular troops, August 25, 1866.

One intimately acquainted with the services rendered by Major Rinehart during this period, bears the following testimony to his soldierly qualities: "He always had the reputation of being a cool, daring and brave man. He was well acquainted with the Indian character, his mode of warfare and habits of life, and no more fit person could have been selected to fill the important position he occupied during this period of danger. His prompt and thorough measures for the protection of the exposed settlers kept the Indians in subjection and prevented any serious depredations."

After the close of his military career he entered mercantile life, but his natural qualities of leadership soon made him a prominent figure in public affairs, and one of the most active Republicans in eastern Oregon. In 1868 he made a thorough canvass of Grant county in behalf of his party, and two years later made the race for state senator in the interest of Hon. George H. Williams for the United States senate, but was defeated by a close vote. He was postmaster at Canyon City from 1869 to 1874, and Indian agent at Malheur, Oregon, from 1876 to 1882, and during the entire period of his residence in Eastern Oregon, was one of its foremost citizens.

In December, 1882, Major Rinehart removed to Seattle and engaged in the grocery business but gave his attention principally to real estate matters. His abilities as a man of force and energy were soon recognized and he early became one of the trusted leaders of the Republican party and has repeatedly been selected to fill positions of honor and trust in city and state affairs. He was a councilman from the First ward in 1884-85. In 1888 he was elected a member of the territorial legislature, but did not serve as before his term of service began the territory was admitted as a state. Under the first election for state officers he was elected state senator. Not desiring the office for a second term, he accepted the position of commissioner of public works. This is the most responsible position under the new municipal charter. Major Rinehart's appointment was warmly approved by the press and public irrespective of party lines.

An ardent Republican, he has taken an active and influential part in behalf of his party ever since he has been in Seattle, and that it owes much to his sagacious counsel and untiring efforts is a conceded fact. Always using honorable means to accomplish his ends, he has the absolute confidence of his political friends and the respect of even his opponents. He is a forcible speaker, and the sincerity and candor which characterize his political addresses carry weight and influence. As a public officer he has ever been painstaking and efficient and characterized by broad minded and liberal views, while his well recognized integrity of character as a man has made him universally respected. He has for many years taken an active interest in the Masonic order and is now grand high priest of Royal Arch Masons of Washington, and also eminent commander of Seattle Commandary No. 2, K. T., the leading commandary of this jurisdiction.

BALLARD, W. R., banker and capitalist, of Seattle, was born in Richland county, Ohio, August 12th, 1847, and is a son of Dr. Levi W. and Phœbe (McConnell) Ballard. His father was born in New Hampshire, and after acquiring his profession began the practice of medicine in Richland county, where he married. One year after the birth of our subject his mother died, after which he and an elder brother, Irving, for a few years resided with their grandparents. In 1851 Dr. Ballard went to California, where he remained one year. He then returned to Ohio and in 1853 again crossed the plains and located in Oregon serving as army surgeon in the Rogue River Valley during the Indian war in 1855. In 1856 he returned to Ohio and, accompanied by his two sons, Irving and the subject of this sketch, removed to Chester, New York. Here, after his boys had spent a year at school, the father remarried and with his family started for Oregon in 1857, making the journey by water on the *Northern Light* and *Brother Jonathan*. They located on a farm near Roseburg, where they remained until 1861. Then, in order that his sons might enjoy better educational advantages, Dr. Ballard removed to Wilbur, where Umpqua College is located. Here for four years, his sons attended college and received an excellent academic education. In 1865 the family removed to Puget Sound, settling on unimproved land, now the site of Slaughter. The reduction of this land to a state of cultivation was no easy task, and of the hard labor necessary to such an undertaking both sons gained full knowledge. In the management of this farm our subject was actively employed until the winter of 1868, when he attended the University of Washington, remaining until the spring of 1869, when for two years following he taught school in King, Pierce and Thurston counties. He had always evinced a great fervidness and aptness for mathematics, and at school and college had particularly excelled in this branch. His attention was therefore naturally directed toward surveying and during the summer of 1873 he took up surveying in Pierce county, and so rapidly did he become proficient in this line of work, that in 1874 he received a contract to survey for the government the Yakima Indian reservation.

Upon finishing the work some complication arose in regard to payment, and to secure a settlement he was obliged to go to Washington in the fall of 1875, where he remained attending to this matter and other business until the following summer. He then returned to Washington Territory and accepted the position of mate on the steamer *Zephyr*, a passenger vessel running between Olympia and Seattle, owned by his brother. A few months thereafter, in April, 1877, he was made captain, and in 1881 became part owner of the vessel with George Harris and John Leary, and two years later became sole owner. It was through the operations of this steamer, which Captain Ballard ran until he sold her in June, 1887, that he laid the foundation of the handsome fortune he now possesses. He did a large and profitable business, the individual earnings of the *Zephyr* exceeding those of any other local steamer on the Sound during the same period.

At the beginning of his steamboat career Captain Ballard located at Seattle and early began to speculate in real estate. Perhaps his most fortunate investment was in 1883, when, with Judge Thomas Burke and John Leary, he purchased seven hundred acres of land on Salmon bay, upon which is now located the prosperous suburb of Seattle known as Ballard. This property, which was purchased for only a few dollars per acre, has now become very valuable, portions of it having already been sold at the rate of $6,000 per acre. Captain Ballard, with his original partners in this purchase, still owns the larger part of this property, which is now held by the corporation known as the West Coast Improvement company, of which Captain Ballard has been manager since its incorporation in 1887. The work incident to the management of this company has largely occupied his time and attention from that time to the present, but he has been active in other directions, He was one of the organizers of the Seattle National Bank which began business in February, 1890, with a capital of $250,000, of which he has since been vice-president and manager. This bank has erected on the corner of South Second and Yesler avenue a six-story stone and brick building which is one of the finest bank buildings on the Pacific coast. He is also president of the First National bank of Waterville, Washington, and one of the directors of the North End bank, Seattle, and the Fairhaven National bank.

Captain Ballard is also vice-president of the West Street and North End Electric Railway company, and a large stockholder and a director of the Terminal Railway and Elevator company. In the business affairs of Seattle, it will be seen, he occupies a position of prominence and responsibility. He is a man of fine business judgment, progressive in his ideas and of great public spirit. He is positive and aggressive and when convinced that a certain course is the right one to pursue can not be easily turned from the purpose he has in view. No one has greater faith and confidence than he in the growth and development of Seattle, nor is more willing to extend a helping hand to further any enterprise to promote the general good of the city. His success has been won by well-directed efforts and his place among the foremost of Seattle's business men is universally conceded. His father is still living, a highly honored and respected citizen of Slaughter. His brother, Irving Ballard, mentioned in the fore part of this sketch, was admitted to the bar at Seattle and rapidly rose to be one of the most prominent attorneys of the city and territory. He was elected prosecuting attorney and was re-elected for another term, but died in 1880, a short time before his second term would have begun. He was not only a man of great ability as a lawyer but of a whole-souled, genial nature which made him greatly beloved and one of the most popular citizens Seattle ever had. Although he died in early manhood, he had achieved not only a high degree of success in his profession but had accumulated considerable property, and, had he lived to carry out his plans, he would have taken high rank among the most successful business men of Seattle.

Captain Ballard was married in 1882 to Estelle Thorndyke, of Maine. They have had four children, but one of whom, an infant son, is now living.

W R Ballard

MINOR, THOMAS T. One of the most distinguished citizens of Seattle during the period of the city's most rapid growth was Dr. Thomas Taylor Minor. During the eight years of his residence in the city he held a position of the greatest prominence and responsibility. No movement, social or commercial was inaugurated without his counsel and support. In many respects he was the foremost resident of the city, and the sorrow at his untimely death, the sense of almost personal bereavement which was felt by the entire population, attest the love and honor with which he was regarded by his fellow citizens.

Dr. Minor's father was a distinguished minister of the Congregationalist church, and served as a missionary to India for twenty years. In 1844 he was holding the position of United States consul at Colombo, Ceylon, and it was there that Dr. Minor was born. He was brought back to America by his parents when he was twelve years old, and was placed in school at New Haven, Connecticut.

He was attracted to the study of medicine, and was engaged in it when the tocsin of war was sounded, and his patriotic spirit moved him, though but seventeen, to enlist as a private in the Seventh Connecticut Regiment, commanded by Colonel Joseph R. Hawley. But his surgical and medical knowledge were more valuable to the government than his services as a soldier, and he was detailed for duty in the hospitals. In 1863 he became assistant surgeon in South Carolina, and his cheerful, kindly, affable manners won the love and esteem of all with whom he came in contact. He was present at several important engagements, but his indefatigable attention to the sick and wounded was in the end too much for his strength, and he was mustered out of the service on account of ill health.

On the restoration of his health he was sent to Nebraska by the government to attend to the Indians, and he was there when he was chosen a member of a commission organized by the Smithsonian Institute to visit Alaska. The expedition sailed from San Francisco for Alaska in 1868 on board a United States revenue cutter. On the way Puget Sound was visited, and Dr. Minor was impressed with the possibilities which it offers for commercial greatness. On his return from Alaska he resolved to remain on Puget Sound, and he located at Port Townsend. He was for many years the mayor of that city, and was numbered among its best known and most popular citizens.

During his residence at Port Townsend he acquired extensive property interests in Seattle, and in 1882 he determined to remove to the latter city. His coming to Seattle was followed by almost immediate success in every direction in which he exerted his abilities. He at once took a foremost place in his profession and attracted an extensive practice which he retained until his death. As has been said he was interested in every important commercial project, and he was soon recognized as a positive factor in the development of the city. Indeed, he was generally looked upon as Seattle's foremost citizen, and this distinction he never lost. In 1878 he was elected mayor, and he served in that position for one year with credit to himself and to the city.

The circumstances of Dr. Minor's tragic death are related at length in another chapter. In December, 1889, he started, accompanied by two friends, on a duck shooting expedition. The entire party were drowned by the capsizing of their canoes while they were endeavoring to make the passage from the mouth of the Stillaguamish river to Whidby Island. The news of the disaster was received with the utmost sorrow by the people of the entire state, and every mark of respect was shown for the memory of Dr. Minor and his unfortunate companions.

In politics Dr. Minor was a Republican. He took an active interest in public affairs, and was an able champion of the principles of his party He was a delegate from Washington Territory to the Republican national conventions of 1876, 1880 and 1888, and in the former two was an ardent supporter of the candidacy of James G. Blaine for the presidency. He served for twelve years as a member of the Republican national committee and was a familiar figure at every territorial convention of his party. He was a member of the convention which framed the constitution of the state of Washington and took a prominent part in the performance of the important work of that body. Upon the admission of the state he was the choice of many members of his party for the governorship, but he resolutely refused to become a candidate for this position. Dr. Minor was a forcible and eloquent speaker and his influence throughout the state was very great. It can fairly be said that no man took a greater part than he in laying the foundations and shaping the early development of the commonwealth of Washington.

In 1872 Dr. Minor married Miss Sarah Montgomery, of Portland, Oregon, who, with two daughters, survives him.

MORAN, ROBERT. An excellent example of the energetic young business men who are creating for Seattle industrial enterprises upon which the future growth and development of the city must depend, is found in the person of ex-Mayor Robert Moran. Although less than sixteen years have passed since he came to Seattle, he may be classed among the pioneer manufacturers of the city. He was among the first to lead the way in this regard, and such has been his success that to-day he is the directing spirit of an establishment which has been an important factor in the material growth of the city, and promises to be a still greater power in its future prosperity.

Mr. Moran was born in the city of New York on January 26, 1857, and in that city secured his education and mastered the trade of a machinist. In 1875 he came to the Pacific coast. He first stopped at San Francisco, but seeing no opening there for a man possessed of no capital but energy and mechanical skill, he soon left that city for the Sound. He arrived at Seattle in the fall of 1875, without money and among strangers. The city was then a small hamlet with less than two thousand inhabitants, and avenues of employment were very limited. Young Moran, however, was impressed with the site of the city and despite the cheerless outlook at the time decided to remain. He sought and was given employment as engineer on one of the vessels engaged in trade between the Sound ports and Alaska.

In 1882 his mother, brothers and sisters came to Seattle. He then quit steamboating and, together with his brothers, started a small machine shop, locating it on Yesler's wharf. They had very limited capital but all were practical mechanics, and by good management they soon built up a profitable business, which they were conducting on a large scale at the time of the great fire of June 6, 1889, which completely destroyed their plant, entailing a loss of over $40,000. Hardly had the smoking embers cooled before they commenced to rebuild their establishment on a larger scale, in the southern part of the city, adjoining the plant of the Seattle Dry Dock and Shipbuilding company, in which enterprise Moran Brothers are large stockholders. Temporary shops were erected and in operation ten days after the fire. Later on, the present foundry and machine shops were completed, the new works being completed over the temporary shops, and the change made from the old to the new without a day's loss of time. The present works are the largest on the Pacific coast north of San Francisco. Mr. Moran is also secretary and treasurer of the Moran-Durie Supply company. Adjoining the foundry is the ship-yard and marine railway of the Seattle Dry Dock and Shipbuilding company, of which Mr. Moran is vice president and manager. The marine ways have the facilities for hauling out and repairing the largest vessels plying on the waters of Puget Sound and add greatly to the commercial importance of Seattle. At the ship-yard of this company was built for the city the steam fire boat *Snoqualmie*, an admirably constructed boat and the most powerful in the west.

During late years Mr. Moran has taken a prominent part in public affairs. In 1887 he was elected a member of the city council from the Fourth ward, and in the following year was chosen mayor. Such satisfaction did he give as chief magistrate of the city that he was re-elected in 1889 to the same office. During his first term occurred the great fire of June 6, 1889, and upon him fell the difficult task of maintaining the peace and bringing order out of chaos. Throughout that memorable day he personally assumed the direction of affairs, and, with no thought of self, devoted his whole time to the relief of the destitute and the protection of property saved from the devouring flames. The situation of the city immediately after the fire was such as to call for vigorous action. The entire vicious element of the city was unhoused and scattered through the residence quarter. In their destitution they would have committed depredations except for the prompt action of Mayor Moran in organizing a proper force of special policemen and asking for the assistance of the militia. At the memorable meeting of citizens held the next morning after the fire Mayor Moran presided and his enthusiastic support of the measures there adopted had great influence in restoring confidence among the people. He favored re-building and re-modeling the streets, restrictions as to building in the fire district and other measures, which were finally carried out, and which have made the present Seattle such an improvement upon the old. In all of the important work devolving upon him as the chief magistrate of the city during and immediately following the fire he displayed remarkable executive ability and an earnest zeal worthy of the highest praise.

Mr. Moran is a Republican in politics. Since the expiration of his second term as mayor he has refused to take part in political affairs and has devoted his whole time and attention to his extensive business interests which are rapidly assuming large magnitude. The success he has achieved in business has been very gratifying and the city has been a large gainer by his endeavors, In the management of his private business affairs he has shown a high order of executive ability and the prosperous condition of the enterprises with which he is connected is largely due to his energetic exertions. He is warmly attached to the home of his adoption and takes an enthusiastic and active interest in all enterprises tending towards its advancement.

Mr. Moran was married in Seattle in 1882 to Miss M. Paul. They have three children.

BROOKES, ALBERT M., until recently postmaster at Seattle, was born in Galena, Illinois, September 2, 1842, and is the son of Samuel M. and Julia B. (Jones) Brookes. His father, an artist, was among the pioneers of Milwaukee, Wisconsin. During the infancy of our subject his parents moved to Chicago and when he was three years of age the family located in Milwaukee, Wisconsin. Here he was educated at the Milwaukee academy and continued to reside until he entered the service of his country.

Upon the call of President Lincoln for three hundred thousand men to preserve the Union, A. M. Brookes was among the first in his city to respond, and on August 15, 1862, he enlisted in Company K, Twenty-fourth Wisconsin infantry, which was sent to the front under the command of Colonel Larrabee. Mr. Brookes served for three years. His division was first under command of General Nelson, and afterwards under General Phil. Sheridan until the latter was transferred to Virginia. He participated with his command in all of its engagements, many of them among the most desperate which took place during the war, and during the entire period of his enlistment never missed a day's service. Upon the expiration of his time of service he came to California to join his parents, who had emigrated there in 1863.

Upon his arrival in San Francisco Mr. Brookes secured a clerkship in the postoffice, where he remained twelve years and gained a most valuable experience in postal affairs, an experience which made it possible for him to conduct the Seattle office with such eminent satisfaction to the people of Seattle. In 1877 he resigned his position in the San Francisco postoffice and came to Seattle, where he embarked in the commission business with S. Baxter, a brother-in-law, under the firm name of S. Baxter & Co. In 1885 he removed with his family to Black Diamond, where he was engaged in the mercantile business. In 1887 he returned to Seattle and became president of the Northwestern Cracker company, a position he still retains and in which company he owns a controlling interest. Besides this enterprise, which has become a most successful one, Mr. Brookes is interested in the Home Insurance company of Seattle, the Puget Sound Freezing and Cooling company and the Ventilated Barrel company. Every project which has seemed likely to advance the material good of Seattle has always found in Mr. Brookes a most cheerful contributor, and, according to his ability to do and give, the city has had no more helpful friend. He is one of the oldest members of the Grand Army of the Republic on the coast, has always taken a deep interest in the organization, and in 1887 was elected department commander of Washington Territory. In April, 1889, Mr. Brookes was appointed by President Harrison and confirmed by the senate as postmaster of Seattle, and his admirable administration of the duties of this office met with the cordial approval of the people.

In January, 1891, Mr. Brookes resigned the office of postmaster to accept the position of cashier of the Boston National Bank. The Seattle *Telegraph*, a paper politically representing a party opposed to Mr. Brooks, in its issue of January 24th, 1891, thus highly endorses his discharge of the duties of postmaster:

A. M. Brooks

"By the resignation of Postmaster Brookes, Seattle will lose an energetic, efficient and obliging official. Since taking the position he has filled it with great credit to himself, and with advantage to the city and government. Our postoffice is necessarily crowded with work. In a rapidly growing city the needs of the office constantly increase, and the facilities allowed the postmaster are never fully adequate. This involves continuous effort to accommodate the public. Mr. Brookes has experienced this difficulty and has overcome it as fully as possible. Under his guidance the affairs of the office have been very well administered. Our people can only hope that his successor may equal him in efficiency, and will wish Mr. Brookes the fullest success in the new line of labor and usefulness to which he is turning his attention."

The *Daily Times* of the same date in referring to the same subject, uses the following complimentary language:

"The Seattle public will unanimously regret the contemplated retirement of Mr. A. M. Brookes, from management of the postoffice. During his incumbency the office has not more rapidly grown in volume of business transacted than advanced in efficiency in detail and general management. It is in fact a model office, so recognized by the people here and the department at Washington. By long familiarity with every detail of postal management—obtained by years of experience in the San Francisco postoffice—Mr. Brookes was amply qualified to assume charge of an office in this growing city. This experience combined with first-class executive ability and a zealous pride in his duties, has given the people of Seattle an administration of which both they and he are deservedly proud.

"Postmaster Brookes will retire with the consciousness of having ably and with fidelity performed a difficult public trust. His successor, whoever he may be, will enter upon an office well appointed and well conducted. He will be welcomed heartily and be judged exactly in the measure of results achieved. The office is no sinecure. It requires brains and industry, both of which the public hope to recognize in the new incumbent."

These expressions indicate how Mr. Brookes' administration of his important public office was regarded alike by political friends and by political opponents.

Mr. Brookes was married in 1873 to Miss Laura Hannath of Santa Rosa, California. He and his wife are members of St. Marks church, and in the social life of Seattle they hold a prominent position.

LOWMAN, JAMES D., was born at Leitersburg, Maryland, October 5, 1856, and is a son of Daniel S. and Caroline (Lytle) Lowman. His father is of German and his mother of English descent. He was educated in the public schools of his native town and after graduating from the high school taught for one year. In 1877, at that time being twenty years of age, he came to Seattle, where he secured employment as assistant wharfmaster on Yesler's wharf and was thus employed for four years. He then purchased one half interest in the book store of W. H. Pumphrey, which for two years was continued under the firm name of Pumphrey & Lowman. At the expiration of this period he purchased Mr. Pumphrey's interest and for two years conducted the business alone. He then organized a stock company and by absorbing the job printing plant of Clarence Hanford, established the corporation known as the Lowman & Hanford Stationery and Printing company, of which he has since been president and principal stockholder.

In 1886 Mr. Lowman was appointed trustee of all of Henry L. Yesler's property and assumed its entire control and management. This was at a time of general depression throughout the entire Sound country. Real estate was in little demand, the value of securities had wonderfully decreased and the business outlook was far from encouraging. Mr. Yesler's property, through the large enterprises which he had been carrying on and the general stagnation of business, had become heavily encumbered, and he required the assistance of a man of more than ordinary business sagacity to bring his affairs to a successful issue. It was at such a time that Mr. Lowman assumed this important trust, and the results of his labors are well known to Seattle's business community. Under his energetic and capable management Mr. Yesler's property has become, within the space of four years, from a condition of almost insolvency to be the most valuable held by any individual in Seattle. This has been accomplished, notwithstanding great and severe losses by the fire of June 6, 1889, which destroyed a large portion of Mr. Yesler's property. Since that date Mr. Lowman has erected on Pioneer Place, in the very heart of Seattle, three of the finest buildings in the city, aggregating a cost of nearly $400,000, while the improvements he has carried on in other parts of the city will aggregate many thousand dollars more. He also organized the Yesler Coal, Wood and Lumber company; built and has since operated a sawmill on Lake Washington, which is reached by the Seattle, Lake Shore & Eastern railroad, where he has had platted and laid out the townsite of Yesler. To all of the work incident to the carrying on of the business these enterprises created was added in 1887 the duties pertaining to the administrator of Mrs. Yesler's estate, to which position Mr. Lowman was then appointed. The manifold duties which Mr. Lowman has been called upon to perform in the management of the vast and deversified property interests intrusted to his care have taxed his time and energies to the utmost, but that he has been fully equal to the demand is an assured fact. The general prosperity which Seattle has enjoyed during the last two or three years has greatly aided him in his plans, but that to his untiring energy and superior business generalship the greater share of the credit is due for the high degree of success attained is conceded by those most intimately acquainted with the work he has performed.

Notwithstanding the exacting demands of his other work, he has managed to find time to devote to private business affairs. Besides the controlling interest and presidency of the Lowman & Hanford Stationery and Printing company, he is trustee and secretary of the Denny Hotel company; trustee and main stockholder in the Steam Heat and Power company; and trustee in the Guarantee Loan and Trust company, the James Street Electric and Cable Railway company, and the Washington National bank. He was also for two years prior to the fire of June, 1889, one of the three trustees who had the management of the Occidental hotel.

In view of the foregoing it is hardly necessary to state that Mr. Lowman is an indefatigable worker. Few in this busy city find their time so thoroughly occupied. Still, he is so easily master of his business, that he accomplishes readily an amount of work which to most men would be an impossible task. His business judgment has been so often vindicated by results and his integrity of character has become so thoroughly established that he possesses the absolute confidence of the business community, and his connection with an enterprise readily commends it to public support. He is public spirited and progressive in his ideas, and the prosperity Seat-

J. D. Lowman

tle now enjoys is in large measure due to his enterprise and the assistance he has rendered to promote the general welfare.

Mr. Lowman was married in 1881 to Miss Mary R. Emery, of Seattle, and has recently completed a delightful home on the corner of Eleventh and Marion streets.

CRAWFORD, SAMUEL LEROY, is among the comparatively few citizens of Seattle of adult age born upon the Pacific coast. He is a native of Oregon and a grandson on the maternal side of Robert Moore, who came across the plains in 1842 and settled in the Willamette valley, and who figures prominently in the pioneer history of Oregon, having been one of the organizers and an officer under the first civil government established west of the Rocky Mountains. He was a man of great force of character, well educated and by nature and training well adapted to lead and direct the forces of civilization in the remote west. During the entire period of the provisional government, as the government of the settlers was termed in Oregon, which existed until the government of the United States was extended over the territory, Mr. Moore rendered efficient service in the maintenance of law and order, and was one upon whom the settlers in this trying and dangerous period relied with absolute confidence and trust. He located his claim upon the site now occupied by Linn City, where he lived, honored and respected until his death.

The parents of our subject, Ronald C. and Elizabeth J. (Moore) Crawford, came to Oregon in 1847 and settled near Oregon City, where their son, Samuel, was born in 1855.

Ronald C. Crawford is a brother of Medorem Crawford, who, with Dr. Elijah White, crossed the plains in 1842 and settled in the Willamette valley, and was a member of the first territorial legislature. He has done much in the way of preserving a record of the early pioneer days in Oregon, his public addresses before the Oregon Pioneer Association in 1881 and his contributions to the press at various times throw much light on the earliest attempts to carry civilization to the shores of the Pacific.

In 1862 the family of Ronald C. Crawford removed to the Walla Walla valley, Washington Territory, and two years later to Walla Walla. In 1864 Ronald C. Crawford was appointed deputy collector of internal revenue for Oregon, and for the next five years the family lived a portion of the time at Oregon City and later at Salem. In the public schools of these two cities, and, for a brief period, at the Willamette University, the principal part of the education of our subject was received.

With his parents young Crawford, in the fall of 1869, removed to Olympia, Washington, where his father engaged in the furniture manufacturing business. Here for two years he attended school, but in September, 1871, entered the printing office of the *Washington Standard* to learn the printers' trade. He remained in this office four years. In the meantime his parents had moved to a farm in Lewis county and the support of the family largely fell upon him, and, that he might fully discharge his duty in this regard, he not only worked during the day but spent his evenings engaged upon work for the public printer. In 1875 he was elected enrolling clerk in the territorial legislature, at which time his father was a member of the legislature from Lewis county. Later on he was employed by C. B. Bagley, at that time public printer, and also worked on the *Daily Echo* in connection with the latter, at times performing the various duties of city editor, compositor and pressman.

When the *Daily Intelligencer* of Seattle was established in June, 1876, Mr. Crawford took charge of the mechanical part of the paper and was thus employed for about four years, when he was placed at the head of the local department where his energy and natural talent for newspaper work at once became manifest. In 1880 in connection with Thomas W. Prosch he purchased the paper, and for two years they most successfully conducted it. Under their management, with Mr. Crawford at the head of the local department, this journal assumed the first place in Washington Territory journalism. It was at the most trying period of its existence, and the success attained was largely due to Mr. Crawford's tireless activity and well directed efforts in its behalf. Mr. Crawford continued as joint proprietor until the paper was consolidated with the *Post* as the *Post-Intelligencer*, when he sold out his interest, but remained in charge of its news department until November, 1888. It was while serving in this responsible and arduous position that Mr. Crawford performed not only a highly appreciated work in behalf of the paper, but acquired an enviable reputation for integrity and business ability, and became one of the best known characters in Washington Territory. That his endeavors in behalf of the paper and his connection with it contributed greatly to its success is a fact universally conceded by all cognizant of the important service he rendered. Upon his withdrawal from the paper the *Post-Intelligencer*, in token of the high appreciation in which his efforts in the service of the paper were held, gave expression to the following:

> "'Sam' Crawford, as he is familiarly known from Olympia to Neah bay, has been connected with the *Daily Intelligencer* and its successor, the *Post-Intelligencer*, ever since the first day of publication, and the best years of his life have been devoted to building it up through storm and sunshine, prosperity and adversity—principally through storm and adversity. A harder worker is nowhere to be found. He never knows what it is to be tired, and in his years of service to this paper he has been the exemplification of loyalty. His personal friends in Seattle and the Sound country he numbers by thousands, and to many of them it will be odd to visit this office and not find him."

Upon retiring from newspaper work Mr. Crawford, in connection with Charles T. Conover, who had also formerly been employed upon the *Post-Intelligencer*, formed a co-partnership in the real estate business. Both of them thoroughly known and of the highest standing in the commercial community, their success was not only instantaneous, but they at once stepped to a foremost place among the real estate firms of the city, their transactions for the first year aggregating over $1,250,000. Their success can be easily accounted for. In the first place they determined upon a course of action which they have persistently followed, and that is to handle nothing but strictly inside and business property; to conduct their business as other lines of trade are conducted, and to eschew everything which savored of the methods which have brought the real estate business into disrepute in all parts of the country. The result was that they quickly gained the absolute confidence of the people and have been entrusted with many of the most important real estate transactions ever consummated in this part of the country. It is also a fact that no firm has done more to elevate and give an honorable tone to the business in which they are engaged, a business which has suffered perhaps more than any other through disreputable practices of dishonest men. They have spent large sums of money in advertising the advantages of Seattle and the resources of Washington and their work in this direction has had a far reaching effect in attracting capital and aiding in the development of this section of the country. In this regard, as well as in hearty co-operation with all honorable means to advance the good of Seattle, they are always foremost.

Mr. Crawford is not only a hard worker but a man of fine business capacity. His life from early boyhood has been one of incessant activity, and in every position in which fortune has placed him he has most admirably discharged every obligation placed upon him. His faith in the city of his home and his steadfast loyalty to its interest has ever been marked in his career, and no one has more willingly devoted of his time and means to advance her material welfare. The substantial success which has rewarded his effortt in business has placed him, while young in years, in affluent circumstances and broadened his opportunities to still further contribute to the good of the community in which his lot is cast. As one of the native sons of the Pacific coast, he has reflected honor upon his sturdy ancestors who braved all the dangers and suffered all the privations of the remote West to make possible the rich inheritance of their posterity.

Mr. Crawford was married April 30, 1890, to the youngest daughter of Dr. M. F. Clayton of Sacramento, California. The only child of his wife by a former marriage, a son of ten years, is not only a loved and cherished member of his family but will be henceforth known as Frank Clayton Crawford.

McNAUGHT, J. F. During the last decade the Pacific Northwest has witnessed a growth and development which has been remarkable even in this age of wonderful material progress in all parts of the United States. It has given an opportunity for the accomplishment of extraordinary results in every department of human activity, such as have been unequaled in any other period of the nation's history. Men of great natural ability allied to pluck and energy have achieved within the space of a few years what formerly crowned a long life of patient, well-directed effort. The state of Washington is conspicuous in this regard, and within her borders are scores of young men who lack many years of being in the prime of their powers, but who already have gained distinction in the world of finance and business and whose original capital consisted solely of natural ability and intense activity. Joseph Fletcher McNaught belongs to this category and this story of his career is not only illustrative of the possibilities of this "Sunset Land" of the Pacific, but is a deserved tribute to his worth and character.

He is of Scotch-Irish ancestry, and was born in McLean county, Illinois, August 17, 1855. When he reached the age of eleven years, his father, a farmer and stock raiser, died, and from that time until he left home to finish his education he worked on the farm in summer, enjoying at Lexington, Illinois, the usual school advantages of a farmer's son during the winter months. At the age of eighteen he entered Wesleyan university, in his native state, from which he graduated in June, 1877. He then finished a course in the law department of the university of Michigan at Ann

Arbor. At this time James McNaught, an elder brother, whose biography appears elsewhere in this volume, had become firmly established in an extensive legal business at Seattle, and upon his invitation to join him in the practice of law, our subject moved to this city in July, 1878. Two months later he was admitted to the bar and with his brother formed the firm of McNaught Brothers. James McNaught at this time had acquired a legal reputation such as commanded the most lucrative practice in the territory of Washington, and the new firm at the start had a business which taxed to its utmost the energies of both partners. In 1881 E. P. Ferry, the present governor of Washington, became a partner, and two years later John H. Mitchell, a son of the senator from Oregon, joined the firm, when it became known under the well-remembered style of McNaught, Ferry, McNaught & Mitchell. When Mr. Ferry retired to take an active part in the management of the Puget Sound National bank and James McNaught went to St. Paul as the assistant general solicitor of the Northern Pacific railroad, Joseph formed a partnership with Judge Roger S. Greene, C. H. Hanford, present United States district judge, and John H. McGraw, under the firm name of Greene, McNaught, Hanford & McGraw. With these gentlemen McNaught remained actively engaged in professional work until February, 1888, at which time failing health, owing to severe overwork, forced him to take a respite from professional labor. During the ten years he was in active practice his firm under its different styles had been doing the largest business of any firm on the Sound, and our subject, although the youngest member, never shirked the laboring oar in work or responsibility. The result of such steady, persistent endeavor, although it brought a degree of success both professionally and pecunarily in every way gratifying, was too severe for his naturally rugged constitution. A brief rest, however, fully restored his health and when he was ready to begin work again he found that the real estate he and his brother had acquired during the years they had been engaged in legal practice in Seattle had become so valuable that he determined to devote his entire time to its management and development. This departure opened a field of operations in which he had already shown rare judgement during his professional career. Now that he was able to relinquish the drudgery of his profession and devote his entire attention to real estate operations his genius for financiering became at once apparent, and his financial success from that time to the present has been most remarkable.

In the work of organizing syndicates and enlisting capital in various enterprises he has had no superior in the Northwest. The successful management of his own and his brother's properties constitutes only a limited share of the work he has accomplished. A simple enumeration of the corporations which he has been largely instrumental in creating during the last two years, in all of which he is a large stockholder and of which he is either manager or president, will fully give an idea of his abilities as an organizer and manager of extensive enterprises. These corporations are as follows: McNaught Land and Investment company, capital $400,000; McNaught Townsite company, capital $100,000; Lake Washington Belt Line company, capital $600,000; Broadway Investment company, capital $100,000; Terminal Syndicate company, capital $500,000; McNaught-Collins Improvement company, capital $200,000; Puget Sound Union Stock Yard company, capital $50,000; Seattle Silver Mining company, capital $100,000; and the Talisman and Stalwart Consolidated company, capital $1,000,000. He was also one of the most active promoters and is now one of the largest stockholders in the James Street Trunk Line Railway, and is a stockholder and director in the Bank of Commerce. All these enterprises, aggregating a large amount of capital and representing varied and vast interests, owe much of their succees to Mr. McNaught's aggressive energies and rare business generalship. When to the constant and unremitting attention the successful management of all of these interests require from Mr. McNaught, we add his exertions in behalf of every project to advance the prosperity of Seattle, his efforts in the way of building and beautifying and rendering it a city of homes, we surely have presented the career of a very busy, a very useful, and a remarkably succeessful man. His talents for financiering, the creation and carrying on of great business projects are universally conceded, and his connection with an enterprise commends it to public support. He is quick to grasp any business project toward which his mind is turned, and is fertile and original in supplying means to meet every emergency. Whatever he undertakes he goes at with a determined energy which seemingly has not stopped to think of defeat. He has the executive ability and the power of so systematizing the details of his many and varied projects as to conduct them without friction and of keeping plainly in view the entire progress and requirement of each business enterprise. He possesses that boldness in business methods necessary to the highest success, and which only comes to those who are complete masters of the work they have to do and who have confidence in their own judgment. Such are a few of the striking characteristics which distinguish Mr. McNaught. At a time when most men have barely commenced their career he has gained a prominent place among the most successful business men of the Pacific Northwest and now with abundant means to carry on his numerous projects and meet every financial responsibility his future is bright with promise, not only with results to himself but as a powerful factor in the development of his adopted city and state.

Mr. McNaught was married in December, 1887, to Miss Jennie E. Hodge, daughter of U. S. Hodge, a merchant of Danvers, Illinois. They have had two children, Helen H. the eldest, and Carl Shelby McNaught.

Politically, Mr. McNaught is a Republican; but, although he has positive views as to the conduct of public affairs and is a strong believer in the principles of his party, he has no taste or inclination for political life. The management and development of extensive business interests offer to one of his temperament a far more congenial field.

METCALFE, JAMES B. The bar of Seattle has kept pace with the onward and upward march of the city in material greatness and toward metropolitan dignity, and to-day the members of the legal profession of the city are in no sense surpassed by those of any city on the Pacific coast. To hold by universal consent a leading position at the Seattle bar is, therefore, no empty distinction. This position James B. Metcalfe has acquired, and a sketch of his career very properly belongs to any record of the representative members of the Seattle bar.

He was born in Adams county, Mississippi, January 15, 1846. His father, Oren Metcalfe, was a planter and of English descent, while his mother was of Irish ancestry. On both the paternal and maternal side for many generations back he numbers among his ancestors men who were eminent in the learned professions. Up to the age of ten years his education was conducted under the direction of a private tutor and from that period until the breaking out of the war between the states he attended the public school, and up to the period named he had already become well advanced in English and scientific branches of study.

At the age of fifteen he enlisted in the Confederate service, joining the Tenth Mississippi Cavalry. His first service was in defense of Mobile, Alabama, acting as a commissioned officer of his company. For a time he served under the daring cavalry leader General N. B. Forrest, and in his command participated in many memorable engagements. He remained in active service until the war closed, enduring the extreme hardships and privations which befell the Southern army during the last two years of the great struggle. He was paroled at Jackson, Mississippi by General E. R. S. Canby, in 1865.

After the close of the war he returned to his old home in Mississippi, and with a heart in which there lingered little of bitterness, he bravely took up the task of creating a new future for himself and of restoring the fallen fortunes of his family. For eight years he worked most industriously, a part of the time in mercantile pursuits and later in a banking house at Natchez. At the latter place he commenced reading law in the office of Hon. Ralph North, spending all of his leisure moments when not employed at the bank in acquiring legal knowledge. The opportunities for advancement in the South at this period of his career were limited, and his impulsive, energetic nature led him to seek a larger field for his active temperament. With this in view he came to San Francisco, California, in 1873, where, for about a year, he was employed in the Pacific bank of that city. He then entered the law office of Bartlett & Pratt, and at the end of a year's hard study was admitted to practice by the supreme court of California. At this time the firm of Bartlett & Pratt was dissolved and the young attorney formed a co-partnership with the junior member of the old firm, Hon. L. E. Pratt, under the firm name of Pratt & Metcalfe. From that time until he left San Francisco to locate in Seattle, he was engaged in an extensive and lucrative practice. His abilities as a lawyer were rapidly pushing him forward to a commanding place among the able bar of San Francisco, when, in January, 1883, some business matter called him to Seattle, at which time he became so highly impressed with the city that he determined to link his fortune with its destiny, and in May following located in Seattle. Prior to this he had not only gained a high degree of success in his profession but had already attained considerable prominence in politics in California, having been selected as one of the delegates to represent the state at the Democratic National Convention held at Cincinnati in 1880, which nominated General Winfield Scott Hancock for the presidency. He had also served as captain of a company composed of Union and Confederate veterans during the Kearney agitation in San Francisco.

With the reputation he had already acquired in his profession, General Metcalfe at the very outset of his professional career in Seattle, took a leading position at the bar, and the success which has attended his efforts has not only caused him to easily maintain his position but has still further added to his reputation as a most able lawyer in every line of litigation. He continued in practice alone some three or four years, when he formed a co-partnership with Junius Rochester, under the firm name of Metcalfe & Rochester. For some two years they were associated together, being employed in many of the most important cases tried in the territory. It was during this period that General Metcalfe won, perhaps, his greatest victory as a jury lawyer. It was in the homicide case of Washington Territory vs. Miller, which is found extensively reported in Volume III of the Washington Territory Reports. This case attracted wide attention, while popular predjudice against the accused was so strong and vindictive as to make it difficult to secure a fair and impartial hearing. For two years and a half it was before the courts, and in the no less than four trials which occurred in that period, every inch of the ground was fought with great skill by able lawyers in behalf of the Territory. Unremitting zeal and almost unrequited toil—for the defendant was poor—were brought to bear upon the case by General Metcalfe and his able partner, and the final acquittal of their client was regarded as one of the most brilliant victories in the history of criminal cases in the Northwest. General Metcalfe's appeal to the jury was a most masterful effort, while the entire handling of the case on the part of the defense evinced the most thorough knowledge and application of the law.

In 1887 General Metcalfe was appointed by Governor Semple the first Attorney General of Washington Territory, in which office he served with honor and credit until the admission of the territory as a state. During the great fire of June 6, 1889, he suffered the entire loss of his law library, which at that time was one of the most valuable private collections of law books in the city. This disaster only served to bring out the enterprising spirit of the man. Almost before the fire had ceased its destructive work he secured the lease of a lot on Third street, where he has since erected a three-story business block, known as Temple Court. In this building, after forming a co-partnership with C. W. Turner and Andrew F. Burleigh under the firm name of Metcalfe, Turner & Burleigh, he established new quarters which they equipped with probably the largest and most complete law library in the Northwest. Mr. Burleigh has recently retired from the firm, General Metcalfe and Mr. Turner continuing together under the firm name of Metcalfe & Turner. The practice of this firm has grown to be very extensive and pertains largely to business connected with corporations and general commercial law, among its clients being numbered some of the largest corporations in the State of Washington.

Outside of his profession General Metcalfe has been in many ways a most useful citizen of Seattle. His influence has been felt in every direction which promised to advance the material welfare of his adopted city, and his labors have been entirely devoid of purely selfish desire to advance his personal interests. During the period of the anti-Chinese agitation in Seattle, he was Lieutenant of Company D, National Guard, and was in active service through this memorable crisis of the city's history. Public excitement at this time was at fever heat, and on the evening of the day on which occurred the riot, which was attended with the killing of one man and the wounding of several others, he was detailed to post the guards, the city being then under martial law. It was a very critical time and the undertaking was one of no little danger, as the streets were filled with throngs of excited men. Exercising patient firmness, however, he accomplished the duties imposed upon him with gratifying success. He served with his company from the time martial law was proclaimed until the arrival of United States troops, when it was relieved from duty. It should here be stated that General Metcalfe is a man of great personal bravery. This was strikingly shown on an unusually cold night in February, 1887, when he and a companion, Hon. D. M. Drumheller, then attending the territorial legislature from Spokane Falls, were about to take the steamer at the Olympia wharf. The deck of the steamer was covered with ice, which in the darkness was not perceived, and Mr. Drumheller slipped and fell into the water. Without a moment's hesitation, General Metcalfe plunged in after his friend and at the risk of his own life saved that of his companion.

He was one of the originators, and from its inception to its completion, was one of the most active promotors of the parent cable line of Seattle, known as the Yesler avenue line, running from near the bay to Lake Washington. He was also one of the delegates from the Seattle Chamber of Commerce to the Pacific Board of Commerce which met in San Francisco in September, 1890. Indeed, since his residence in Seattle he has been active on all occasions when he could promote the interests of the city and state, begrudging neither his time or means in his efforts in this direction.

General Metcalfe is a Democrat in politics, and while he is an enthusiastic believer in the principles of his party, is far from being a bitter or narrow-minded partisan. Until within the last two years, since which private business affairs have completely engrossed his time and attention, he was one of the most active workers in behalf of his party in Washington. During 1886 he made a thorough canvass of the territory in behalf of the Democratic nominee for delegate to Congress, and in every place he spoke his effort was most highly commended. One journal in commenting on his address said: "We have listened to many campaign arguments, to such men as Nesmith, Baker, John A. Logan and Bob Ingersoll; all sides of all questions, but we never heard a better, clearer or more forcible argument than Mr. Metcalfe's. Men of both parties compliment him on the fact that there was nothing of a personal nature in his speech, and we, for the Democrats of this county, unanimously indorse the Democratic Central Committee in the wisdom of their choice in sending us Mr. Metcalfe." In fact, so favorable was the impression he created throughout the territory at this time that two years later several of the leading papers of the territory presented his name as their candidate for delegate to Congress. The Seattle *Daily Press* thus strongly urged his selection: "Rumors concerning the aspirations of would-be statesmen in Democratic circles lead us to suggest to the leaders of that party, in King county, that whoever our new delegate may be he ought to hail from this side of the mountains, and we hope that he may possess the requisites of a statesman and an orator, and by all means be sound on monopoly and bear a clean record on all questions affecting directly the interest of the workingmen, and possess such personal fitness as will enable him politically or socially to cope with his colleagues in Congress. As a man in every way equal to this standard, we mention the name of Hon. James B. Metcalfe of Seattle." When the Democratic convention assembled to nominate a territorial representative to Congress, it was found that General Metcalfe would be the unanimous choice of the delegates if he would allow the use of his name. But he refused to allow his name to be presented and stood with unswerving fealty to his

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candidate, Hon. C. S. Voorhees, who was placed in nomination by him in a speech which carried the convention by storm. Throughout the hotly waged campaign which followed, General Metcalfe was almost constantly on the stump, and everywhere he appeared his forcible and eloquent addresses were received with the greatest enthusiasm.

He possesses many qualifications which are essential to an effective public speaker. He is a man of fine presence, has a strong and flexible voice and is impressive and dignified in manner. He has a fluent command of language and a fertile imagination, which, accompanied with an earnest and impassioned delivery, never fails to arrest and hold the attention of his hearers. His style is ornate, but nothing in force is lost by his evident purpose to make every sentence pleasing in its effect. In many public addresses, outside the lines of his profession, he has thoroughly established a reputation as a speaker of unusual power and grace.

He possesses the qualifications which eminently fit him for public life, but thus far his devotion to his profession has been so absorbing and his private business affairs have been so exacting as to preclude any gratification of any ambition, however worthy, he may entertain in that direction.

He was married in 1877 to Miss Louise Boarman of San Francisco, and is the father of two sons, one ten and the other four years of age. Social and genial in nature and thoroughly devoted to his family, he finds his chief pleasure within his own home and in association with close and intimate friends.

EDWARDS, JOHN WHITE, was born about thirty miles from Ottawa, province of Ontario, Canada, April 2, 1836, and is a son of James Edwards, who was born in Portsmouth, England, and at an early age came to Canada. The youth and early manhood of our subject was spent in Peterborough, Canada, where he received a practical English education. For some time he was employed as a book-keeper for a lumber firm. In the spring of 1862, during the Carriboo mining excitement, he came to Victoria, British Columbia, and for one summer worked in the mines. His mining experience, however, did not prove successful, whereupon he returned to Victoria, and during the following fall built a stone beacon on Canoe Island near Plumper pass, which is still standing. He then went to Barclay sound, on the west coast of Vancouver Island, where he was employed for some two or three years in the lumber business. After the mill in which he was employed was closed he returned to Victoria and secured a position in the lumber mill of W. P. Sayward as book-keeper and salesman, being thus engaged until the fall of 1867, when he obtained a similar position in the Port Madison sawmill, continuing in such relation until 1873, when he assumed charge of the mill and conducted it for two years. In 1875 he moved to Seattle and during the following year secured a position as book-keeper, cashier and correspondent in the Port Blakeley mill owned by William Renton, where he remained for six years, and during this time much of the responsibility connected with the conduct of the mill fell upon him. In the fall of 1882 he permanently located at Seattle. At this time the city had begun a period of rapid development and speculation was at fever height. He embarked in a general real estate business, and at the end of a year had become possessed of considerable property. The general collapse which occurred after the Villard failure seriously affected him, but he was among the very few real estate men who did not abandon the business during the dark days that followed. He managed to hold his property and since the last two or three years of great prosperity by shrewd investment and speculation he has acquired a handsome competency. He now ownes considerable valuable inside property and in connection with Mr. Post has ercted a fine business block on upper Front street known as the Post-Edwards building. Mr. Edwards is regarded as one of Seattle's most reliable and trustworthy citizens, a man of perfect integrity of character and possesses the respect and confidence of all who know him. He has been in Seattle during the most important years in its history and has ever been ready to do his full share towards advancing its general prosperity. He was married in 1862 to Mrs. Elizabeth Hufton, a native of Nottingham, England. They have one daughter. They have a pleasant home on Twelfth street in the most desirable residence portion of Seattle.

HILL, GEORGE A., was born near Nashville, Tennessee, in 1842. His father, Robert C. Hill, was a physician and also an active Baptist clergyman, who crossed the plains in 1850 for California. He returned to his home in Missouri in 1853 and brought his family back with him, settling in Linn county, Oregon. He was an old-time Whig and took an active part in politics, serving in the state legislature of Oregon for several terms.

Our subject worked upon a farm until he reached his seventeenth year, gaining in the meantime, principally at Albany, Oregon, such a common school education as the place afforded. At the age of nineteen he taught school for one term at Albany, after which he went to Eastern Idaho and for three years worked in the mines. He then returned to Albany, where for six years he engaged in the drug business. During this period he served as a member of the city council, and for two years was county clerk. In the meantime he read law at home, and so arduously did he prosecute his business affairs and mental work that his health failed. In hope of regaining his health he then embarked in stock farming in Eastern Oregon, and for three years followed this business. Indian troubles, as well as failure in crops, made this venture a very disastrous one, and at the end of the period mentioned he had not only lost all the money he had previously accumulated, but found himself heavily in debt. In seeking to retrieve his fortune he, in 1880, came to Seattle where he has ever since resided and where he has gathered a modest share of the general prosperity which has come to all who have made an intelligent effort to woo Dame Fortune. In 1882 he was admitted to the bar, and in 1884 and again in 1886 was elected police magistrate and served throughout both terms. He has since been engaged incidentally in the practice of law, devoting his time, however, principally to such business as relates to land practice. He has dealt quite largely in real estate in which he has displayed excellent judgment and acquired a modest competency. The management of his private business affairs consumes a greater share of his time, but he readily gives both of his time and means to public enterprises which have for their object the general good of the city. He is a man of conservative judgment, whose opinions concerning business matters and public policy are generally found to be wise. He is a Democrat in political faith, but is not a strict partisan, and believes the management of local affairs should be entrusted to men on the ground of fitness rather than because of party affiliation. He has never been a seeker after public office, and has on several occasions declined to become a candidate when urged to do so by his friends. Personally, Mr. Hill is a man of pleasant address, of generous and kindly instincts and possesses many warm friends, while his integrity of character commands the respect of all who know him.

Mr. Hill was married in 1870 to Miss Julia A. Dregg, only daughter of Jeremiah Dregg, who died in Seattle in 1880. They have had two children, only one of whom is living, a son who is fourteen years of age.

SMITH, DR. EDWARD LOOMIS, of Seattle, was born in Pittsford, Monroe county, New York, in 1840. He was educated in the public schools and at Genesee Wesleyan Seminary at Lima, New York. He studied medicine at Buffalo, N. Y., and later at the medical college of the Pacific in San Francisco, where he was graduated. He served during 1873 and 1874 at Angel Island, California, with the Twelfth United States infantry. In 1878 he removed to Seattle, where he has ever since resided. He is a member of the California State Medical society and the American Medical association. He was the last president of the Washington Territory society and the first president of the state society. He is also surgeon to Providence hospital in this city, and is surgeon general on the staff of Governor Ferry.

As a physician Dr. Smith stands in the front rank of his profession in Seattle, and ever since coming to the city he has had a very lucrative practice. He has been greatly prospered by fortunate real estate speculations, but it has not induced him to relinquish his professional work, for which he has genuine love. He was married in 1863 to Miss Elizabeth N. Hamilton, and of the two children born to them, one daughter, Miss Mary H. Smith, a recent graduate of the university of Michigan, survives.

GILMAN, D. H. No better type of the men whose aggressive energy has made Seattle, in spite of powerful opposition, the metropolis of Washington, could be selected than Daniel Hunt Gilman. The work of no one man who came to Seattle within the last decade has had a more positive and far reaching influence upon the city's material growth and development. Coming to the city at a period of stagnation and general business depression, when the people were discouraged and disheartened, he was the first to devise and put into operation plans which restored new confidence in the future of the city and inaugurated an era of phenomenal growth and prosperity, which has continued until the present. He has gained a position of well-earned affluence through the successful culmination of his plans, but the city and state have been the greater sharers in the work he has accomplished.

Mr. Gilman was born on a farm in the town of Levant, Penobscot county, Maine, February 8, 1845. He received a common school and acedemic education at the Levant high school and the East Maine Conference seminary at Bucksport. Leaving school at the age of eighteen, he taught for two terms. In his nineteenth year he enlisted in one of the Maine companies of the First District of Columbia cavalry, and was made sergeant, in which capacity he served with his regiment in Kautz's division of cavalry, Army of the James. during the spring and summer of 1864, at and around Petersburg, Virginia, being with this division at the time of Nelson's raid on the enemy's communications south of Petersburg. He was severely wounded on June 25, 1864, at the battle of Roanoke Station in a charge upon the Richmond & Danville railroad bridge across Staunton river, and for seven days rode within the enemy's lines, before he reached a hospital. For four months he remained in the hospital. In the meantime eight of the Maine companies of the First District cavalry were transferred to the First Maine cavalry and when Mr. Gilman reported for duty he was promoted to be quartermaster sergeant of this regiment, serving in this capacity until mustered out on August 1, 1865. He was practically all through the famous siege of Petersburg from early in 1864 until the final surrender in April, 1865, and was frequently under fire.

At the close of the war Mr. Gilman went at once to New York city, where for six years he engaged in mercantile pursuits, being connected with a wholesale dry goods house, and during this period gained an extensive acquaintance throughout the United States. Later on, he engaged in real estate and other speculation, but finally studied law, and in 1877 graduated from the Columbia college law school. He was admitted to the bar in New York city, where he practiced his profession until his removal to Seattle in the fall of 1883. He was admitted to the practice of law in the courts of Washington Territory at Seattle, but never engaged in the active practice of his profession. The work of developing the rich natural resources of the country offering to one of his intensely practical nature a far more congenial field, he subordinated everything to the task. At this time Seattle was striving for railroad connections. Mr. Gilman at once took hold of the matter and made a most thorough personal investigation of the entire country tributary to Seattle. He was a man of modest means, but observant, quick to see an opportunity and of untiring energy. He saw the profit to which the unworked coal and iron beds in the mountains east of Seattle might be turned, but he toiled alone for a year and a half before he succeeded in persuading others to join in building a railroad to these fields. At last, in 1885, he succeeded in the formation of the Seattle, Lake Shore & Eastern railroad company. With the backing of a few of Seattle's most enterprising citizens he went to New York and by sheer force of will and confidence finally induced capitalists to take up the project. He then organized the Puget Sound Construction company and returned to Seattle with $500,000 and immediately began the construction of the road. This was at a time of a severe business depression in Seattle's history, and the starting of this enterprise resulted in newly stimulating the flagging courage of the people and gave a fresh impetus to the city. Later on, the Seattle & Eastern Construction company, with $10,000,000 capital, also took hold of the enterprise and assisted in bringing it to its present stage of completion. The history of this undertaking down to the present is told elsewhere in this volume, and it will not be necessary to go into details. In the development of

Seattle it has been an important factor and to Mr. Gilman credit for its inception and the organization of the forces which made it possible is freely given. He was actively engaged in the management and operation of the road until June, 1887, when he resigned, although he still retains large interests in the enterprise. He is now president of the Seattle & Montana Railroad company, a corporation which is owned and controlled by the Great Northern Railroad company. He is also one of the projectors and builders of the North End electric railway and president of the company.

Toward the prosperity which Seattle has enjoyed during the last few years, it is needless to add, Mr. Gilman has contributed no small share. In the comparatively undeveloped resources of this vast and rich region he found fitting scope for his energies and great talent for creating and carrying out enterprises which require a high order of business generalship. He pursues whatever he undertakes with a persistency of purpose which seemingly has not stopped to think of defeat. He has been remarkably successful in a personal way and has accumulated a handsome fortune as a result of his enterprise, keen business foresight and untiring industry. He is a Democrat in political faith, but while he takes an active interest in party affairs and is now chairman of the Democratic state committee, he has never been a candidate for nor does he aspire to any political office. He was married in Seattle on January 9, 1888, to Miss Grace C. Thorndyke, and has a delightful home in the city which his enterprise and great business talents have done so much to enrich.

ESHELMAN, J. F. There are few men better known in connection with Seattle, or who have done more to make the claims of the city known to the world than J. F. Eshelman. Coming to the city before it had outgrown the ways, character and population of a good sized eastern village, he has been prominently identified with its interests to its present stalwart growth, and no one has done more than he to enlist in its development men and capital.

He was born at Springville, (now Florin), Lancaster county, Pennsylvania, August 10, 1852. When he was three years old his parents moved to Canton, Ohio, where he was educated in the public schools and academy. At the age of seventeen years he began his business career in the bank of Isaac Harter & Sons, where he remained nine years, at which time a few of the capitalists of Canton started the banking house of Zollan, Eshelman & Co., which afterwards became the Lake County bank, of Leadville, Colorado. Of this institution Mr. Eshelman was made president at its organization and continued as such after it was succeeded by the First National bank of the same place. During the period of the great mining excitement which followed, Mr. Eshelman so severely taxed his strength by overwork that his health failed, and he was forced to resign the presidency of the bank. For a time thereafter he was engaged in the lumber business in Leadville, but finding the business unprofitable he sold out and started for New Tacoma, Washington Territory. Upon arriving, however, in this part of the country, he became convinced that Seattle was destined to be the first city of the Sound and acting under this impression he located in this city in 1882. A short time thereafter he formed a co-partnership with W. H. Llewellyn and others in the real estate business under the firm name of Eshelman, Llewellyn & Co., in which

Mr. Eshelman and Mr. Llewellyn are now sole partners. The operations of this firm from that time to the present have been conducted on a large scale, and from the start they have been recognized leaders in their business in the city. Through them have been consummated many of the most important real estate transactions in the city, and no firm more thoroughly possess the confidence of the people. Mr. Eshelman, the senior member of the firm, has always been in the fore-rank of Seattle's business men in all enterprises to advance the best interests of the city. Full of energy. possessed of rare business ability and withal of unimpeachable integrity, he has established a reputation in the community for integrity and probity of character which is unexcelled. The firm of which he is the head, has been a most potent factor in making the advantages of Seattle known to the world. They have spent large sums of money in printing and putting into circulation descriptive matter concerning the city, pamphlets issued by them having reached as high as one million copies per annum, which have been distributed all over this country and Europe. Their efforts in this direction have had a most beneficial effect in attracting capital and population to this portion of the country.

Mr. Eshelman, in a personal sense, has had a most successful career, but the prosperity which has come to him through his enterprise, energy and superior business foresight has also had a positive influence in promoting the best interests of his adopted home. A man of great public spirit and progressive ideas, he lends his aid and influence to every undertaking of a public character to advance the general good of the city. Besides his real estate business, which has grown to be very extensive, he is largely interested in cable and electric street railways, banks and numerous other business projects, all of which are more or less connected with the prosperity and development of Seattle. He is a man of pleasing address and affable manner and is respected and esteemed no less for his geniality of nature than for integrity and sterling worth of character.

WHITE, HARRY. A conspicuous feature in the business life of the Pacific Northwest is the prominent part borne by young men. At the head of large banking houses and of extensive business enterprises may be found men under thirty years of age occupying positions which in the older East, are rarely accorded except to men of long experience and of mature years. The conditions, however, surrounding old settled communities did not prevail in this portion of the country. Here, where everything was new, an opportunity was given for the display of superior talent without let or hindrance. Men of the most genius in finance, in the creation and development of business enterprises, in the building of railroads and in every department of human activity rapidly came to the front while still imbued with the strength and ardor of youth, and have accomplished results, which the natural conservatism that comes with age would have only made possible many years later. It has largely been through the younger element in the community, that the Puget Sound country has within the last few years made such rapid strides in material development as to attract world-wide attention. Indeed in every city of the new State of Washington will be found in positions of the highest responsibility, young men who have proven their ability to successfully lead, confidence in whom has been warranted by achievement rather than a certificate of age. Seattle furnishes many examples to prove the truth of these assertions, and the career of Harry White, the present mayor of the city, is an individual illustration. Coming to Seattle when only a few years beyond his majority, he has within a period of less than five years not only conducted successfully an extensive business, but to-day occupies the highest office in the gift of the city. No apology is therefore necessary for inserting in this volume devoted to the growth and development of Seattle, a story of his life.

Like that of many of the self-made men of America, his early life was spent on a farm, He was born January 5, 1859, about five miles from Columbia Junction, Louisa county, Iowa, and is a son of R. A. and Hannah E. (Newbro) White. On his father's side his ancestors were among the early settlers of Virginia, while his mother's family settled at an early day in Pennsylvania. His education, like that of most farmers' sons, was confined principally to the district school until his eighteenth year, when for three months he enjoyed the advantages of the Eastern Iowa Normal School. It is, however, more to hard and persistent self study rather than to any educational institution he owes the thorough knowledge he possesses, not only of the English branches, but of a practical business education.

At the age of nineteen he left home to seek his fortune. Provided with a horse given to him by his father, he joined another young man similarly situated and together they fitted up a team and wagon and started West. In March, 1878, they arrived in Hamilton county, Nebraska. Here young White, who had been reared upon a farm and was thoroughly acquainted with farm labor, rented some land which he broke and put in a small crop on shares, and, while not thus engaged for himself, worked for others in breaking land. During the winter following his arrival in Hamilton county, he taught school, and with the proceeds received from this work and the returns from his crops he became possessed of $1100. With this sum he purchased from the Union Pacific railroad two hundred and forty acres of land, which he put under cultivation, during the summer and during the succeeding winter again taught school. In the fall of 1880 he was elected assessor of his district and the following year was re-elected for a second term, continuing, however, to devote his time principally to the cultivation of his farm, which he brought to a highly productive condition.

While living in Iowa he had acquired a thorough knowledge of the nursery business, which he found an opportunity to utilize in 1883, when he became manager of the York Nursery company at York, Nebraska, a position of great responsibility which he most ably filled for three years. In the meantime, he not only retained his farm, but dealt largely in railroad lands and accumulated considerable capital. At this period he had also become convinced of the great future in store for the Puget Sound country and had made occasional trips to Seattle. In 1886 he became interested in the real estate business in Seattle with the firm of A. E. McPhelridge & Co., although not then residing here. In 1887 he removed to Seattle to remain permanently, and founded the real estate and brokerage firm of Harry White & Co., in which his two brothers, Will R. and George W. H. White, are now associated with him. Their success from that time to the present has been remarkable, even in this section of rapid and phenominal development in every line of business. Young, energetic, enterprising and possessed of keen business ability, they at once took a leading position even among the older established firms of the city. Strong in the confident belief of Seattle's future as the foremost city on the Sound, they began operations on a large scale, and the results which have followed their exertions have more than vindicated their faith and judgment. They have been the largest local advertisers in Seattle, and for the last three years have expended over $2000 per month in this direction, which, as a factor in attracting capital and population, has been of incalculable value to the city. Early in their business career in Seattle they began purchasing large tracts of land in and adjoining the city, and during the last two years they have handled their own property exclusively. Harry White, the senior member of the firm, has been the leading spirit in all of the operations carried on by the firm, and to his energy and business generalship the success attained is largely due. He has also invested largely in several manufacturing enterprises which depend on the future of Seattle for their success. He was at one time a large stockholder in the *Daily Press* Publishing company, and was president of the company until the property was sold to its present owners. Indeed, his enterprising spirit has led him to assist liberally numerous projects which have had for their sole object the advancement of the general welfare of the city.

Mr. White has been an ardent Republican and an active worker in behalf of his party. In July, 1889, he was elected a member of the city council from the First ward being the first Republican ever elected from that ward. His identification with the management of municipal affairs began at the most important period in the history of the city. The great fire of a few weeks previous had destroyed the most valuable part of the city and all the work incident to rebuilding confronted the municipal authorities. Streets were to be widened, straightened and new grades established and a liberal policy of public improvement was to be inaugurated. Mr. White took hold of these important projects with energy ahd determination, personally urging upon the council and advocating the course adopted and carried out, which made the present Seattle such an improvement upon the old. His efforts met the approbation of the people, which was shown by his nomination and election as mayor in July, 1890. At this time it was felt that the city had outgrown the charter under which city affairs were conducted and a commission of fifteen free-holders was elected to draft a new charter. Under the new charter Mr. White was re-nominated for mayor, and on October 1st, 1890, was re-elected for a term of two years. The re-organization of all the city departments, the establishment of new boards and the adoption of the various branches of the city government in conformity to the new charter, have largely increased the work incident to the office of mayor, and Mr. White's task at the present time has been a most difficult one, but he has been most successful in meeting and overcoming the new and novel conditions which confronted him, and by his appointment and general discharge of his duties has made his administration strong in popular support.

At no period in the history of Seattle have so many important questions come up for solution, as have confronted the city authorities since Mayor White has been connected with the city government. More inprovements have been carried out than in any former ten years. The all-important question of water supply has been settled, while the grading of streets and other public work in the line of street improvements, have not only added to the permanent beauty and wealth of the city but in large measure have given the city, since the fire of June, 1889, a reputation for enterprise which made it conspicuous among American cities. The part Mayor White has borne in this work has been most important. He has been not only untiring in his efforts, but no demand upon his time nor sacrifice of personal interests has for a moment stood in the way of the public good. His business qualifications and executive ability admirably qualify him for public office,, while his integrity of character makes him fearless in the discharge of every duty. Intensely loyal to the city of his home; with unlimited faith in its future greatness, he has already done much to augment its prosperity, and in the years to come, with his increasing interest he gives abundant promise of being a still greater factor in Seattle's onward march to commercial and industrial supremacy.

Mayor White was married December 31, 1885, to Miss Anna Morrow, daughter of Colonel John Morrow, of Harvard, Nebraska.

KILBOURNE, DR. EDWARD C. Among the men who have been prominent in the development of Seattle during the last decade, Dr. Edward C. Kilbourne deserves conspicuous mention. Coming to the city at the most important crisis in its history, he at once became thoroughly identified with its interests, and after acquiring an enviable reputation in his profession he turned his attention to the material advancement of the city, and has since been the creator and promoter of numerous enterprises which have had far-reaching effect upon the growth and prosperity of the city. He was born in St. Johnsbury, Vermont, January 13th, 1856. Two years after his birth he went with his parents to Aurora, Illinois, where his youth and early manhood were passed. He was educated in the public schools and afterwards studied dentistry with his father, an eminent dentist, with whom, later on, he was associated as partner. In 1881 he went to Chicago where he lived until November, 1883, when he came to Seattle. Well equipped, both by study and experience for his profession, he soon won a large practice and a position at the head of his profession in the city and territory. He was the first secretary of the Washington Dental Association and was one of its principal organizers. He was also the first president of the Territorial Board of Dental Examiners, and, more than any other one person, was instrumental in having passed by the legislature the present dental law, which has been the means of maintaining the standard of the profession and making it impossible for charlatans to obtain a foothold here.

Becoming interested in real estate, Dr. Kilbourne, in 1888, retired from the practice of his profession. During this year he helped to organize the West Street, Lake Union and Park Transit company for the purpose of building an electric railway to the Denny and Hoyt addition, where he was afterward largely instrumental in building up that thriving suburb of Seattle, the town of Fremont. A franchise was secured, but before any further move was made, the company was consolidated with the Seattle Street Railway company, then operating with horses. The consolidated company became known as the Seattle Electric Railway and Power company, which put in operation the first successful electric railway on the Pacific coast. Of this company Dr. Kilbourne was first made secretary, later president, and is now serving as treasurer. He is also general manager of the Green Lake Electric Railway company and is a director and part owner of the Fremont Milling company, the Lake Union Transportation company and the Standard Electric Time company. He also organized the Pacific Electric Light company, becoming president and general manager. This company he succeeded in consolidating with the Commercial Electric Light company, forming the Home Electric company, the largest electric lighting company in the city, of which he has since been vice-president and general manager.

In all the enterprises named, Dr. Kilbourne has taken a most active part, and their success is in a great measure due to his exertions. Possessed of fine business qualifications, rare judgment and a high degree of executive ability, his connection with any business project commands for it ready support. A man of proverbial enterprise and a most energetic worker, he takes pride in making everything he undertakes a success. The enterprises named, with which he has been so prominently connected, by no means comprise all the directions in which his active energies have found an outlet. All agencies which have been started with the purpose of advancing the material welfare of the city, or to build up and develop its various industries, find in Dr. Kilbourne a most active supporter. He has also found time to devote his attentions to other than the material development of the city, being deeply interested in the Young Men's Christian Association, of which he was elected president in 1890. He was among the first to start the movement for raising among the young men of the city, a fund of $12,000, with which a lot was purchased on which has since been erected the present home of the association, which is one of the finest buildings of its kind on the Pacific coast.

Dr. Kilbourne, it will be seen, although a young man, has not only acquired by his industry and perseverance a leading position among the men of finance in Seattle, but by a life characterized by sterling integrity has won the respect and confidence of the people. He conspicuously belongs to that class of citizens who have freely given of their means, generously of their time and unweariedly of their energies to maintain Seattle's supremacy, and to whom is due its world-wide fame as one of the most energetic and progressive cities of the United States.

Dr. Kilbourne was married in 1886 to Miss Leilla Shorey, an estimable and accomplished lady, the only daughter of O. C. Shorey, a pioneer, and one of Seattle's most highly respected citizens.

LLEWELLYN, W. H. The reader of this history of Seattle will be constantly reminded that it has largely fallen to young men to take the lead in its business affairs. The surprising growth of the city in recent years has made it possible for men of great natural business ability to accomplish results within the space of a few years that in the more thoroughly developed portions of the East have only rewarded a long life of the most severe and patient effort. It is not surprising, therefore, to find in this Puget Sound country men young in years at the head of extensive enterprises and who have already achieved positions of well defined power in the financial and business world. The career of William H. Llewellyn furnishes a notable instance

Wm H Smallyn

in proof of these assertions. At a period when most men have barely laid the foundation of their fortune, he has gained, not only affluence, but a reputation for business sagacity and generalship which place him among the foremost of Seattle's most active and enterprising men. He was born in Youngstown, Ohio, August 4, 1861, but while quite young his parents moved to Western Pennsylvania, where his early boyhood was passed and where he acquired a practical English education. At the age of fifteen he left home and began life's battles for himself. This was the time of the Leadville mining excitement and he joined the tide of immigration to that famous Colorado town. Here for a time he was employed as a clerk in a bank, of which his present business partner, J. F. Eshelman, was president. Later on, he was made cashier in a bank at Robinsou, Colorado. Here he displayed such an aptitude for financiering that before he reached his majority he was made manager of the institution, discharging his duties in this connection with a high degree of success until he left to remove to Seattle in 1882. Here he immediately formed a partnership with Mr. Eshelman, who had preceded him but a short time to the city. They commenced a general real estate business, establishing the now widely known firm of Eshelman, Llewellyn & Co., one of the best known firms in the Pacific Northwest, and which has done much to promote the general prosperity of this portion of Puget Sound.

Personally, Mr Llewellyn is a man of great energy, and few in this busy city find their time more thoroughly employed than he. He is interested in numerous enterprises outside of his real estate business, being a large stockholder in cable and electric street railways and a director in two banking institutions of the city, and cheerfully lends his aid and influence to further every public project. Naturally a man of genial and affable disposition, he easily wins friends, while his perfect integrity has won the respect and confidence of Seattle's entire business community. He was married in 1888 to Miss Jeanette George, daughter of J. W. George, of Seattle. They have one son.

GRIFFITH, L. H. Among the men of public spirit, capable of formulating and carrying to successful conclusions large financial operations, and whose energy and enterprise have made possible the rapid progress Seattle has experienced within the last few years, L. H. Griffith has been foremost. He has been a leader in and the originator of many projects which have not only demonstrated his excellent business ability, but in large measure have contributed to the city's advancement. He was born in August 1861, and received a liberal education, being a member of the class of 1883, of Cornell college, Mt. Vernon, Iowa. Leaving college, however, before graduating he commenced his business career in a clerical capacity in the First National Bank of Fremont, Nebraska. A large part of his time from 1883 to 1886 was spent in traveling and prospecting in Washington Territory. During this period frequent trips were made into the interior and into the mountains, through which a thorough knowledge was gained of the great natural and latent wealth of the country. Through his investigations Mr. Griffith became convinced that the resources of the country were such that it must speedily develop, and that it would be the home of large and prosperous cities. After visiting Spokane Falls, Tacoma and other places, he became convinced that Seattle had the greatest promise of becoming the metropolis of the Puget Sound region. Under this conviction he came to Seattle in 1886, and started in the brokerage business, opening an office in the Occidental hotel. A short time thereafter he formed a partnership with Dellis B. Ward under the firm name of Ward & Griffith. From the start Mr. Griffith began operations on an extensive scale which have been rewarded with great success. Up to the present time he has most wisely handled over $2,000,000 which has been entrusted to him for investment, and the results have been so satisfactory that the control of this large amount is practically left to his management. His business grew so rapidly that in March 1890, a new company was formed known as The L. H. Griffith Realty and Banking company, with a paid up capital of $300,000, of which Mr. Griffith is president.

In the building of the present admirable system of electric street railways in Seattle Mr. Griffith has been especially active. He was one of the organizers and treasurer of the West Street, Lake Union and Park Transit company which was consolidated with the Seattle Street Railway, forming the present Seattle Electric Railway and Power company. At the time the new company was formed, November 1, 1888, there was but five miles of track in the city and the sole propelling power was horses. Preparation was at once made to change the road to an electric system, at which time there were but two lines of electric railways in successful operation in the United States. The experiment was a success, and April 7, 1889, the Seattle Electric railroad commenced operations, being the first one of its kind west of the Mississippi river. The company now has twenty-two and one-half miles of road in operation, and when the lines now in process of construction are finished the mileage will be greatly increased. Mr. Griffith was one of the most enthusiastic supporters of this enterprise, and its success was largely due to his efforts. He is president of the company. This enterprise, however, important as it has been in the development of Seattle and its suburbs, is but one among the various directions in which Mr. Griffith's energies have been employed. He is president of the Fremont Milling company, president and general manager of the San de Fuca Land company, a director of the Seattle National bank, director of the Green Lake Railway and Power company and has the superintendency and control of many private interests and enterprises. He has also taken a most active part in the scheme of connecting Lakes Union and Washington with Puget Sound by a maritime ship canal. Indeed it would be almost impossible to name any public enterprise which has had for its object the development of Seattle during the last few years which has not had the substantial support of Mr. Griffith. While he has been eminently successful from a personal standpoint, his success has been achieved in directions which have at the same time enriched the entire community. As a financier and business man, he has shown rare ability, being not only able to conceive but to successfully carry out large enterprises. He has gained the absolute confidence of a large circle of influential friends and is able to enlist capital in any enterprise in which he embarks, so strong is the belief in his judgment and generalship. No one has more faith in the ultimate destiny of Seattle as the commercial metropolis of the North Pacific states, and few have done more to advance the city toward this proud position. Still young in years, full of energy and possessed of abundant means to carry out his various schemes for the uplifting of the city, he will be able to do much for his adopted home.

HILL, WILLIAM LAIR. It has been noticed by analytical writers that there is a greater similarity between the people of Oregon and Washington and those of the pioneer Atlantic states than between the descendants of the pilgrim fathers and the people of any other distinctive section of the United States. This is peculiarly the case with the older settlers, and it finds interesting manifestation in their intellectual superiority over most pioneer communities. Oregon has produced a large proportion of exceptionally able men. The colonizers of Oregon were not adventurers, laborers or expatriated farm hands. They were generally well-to-do scions of families in older states whose means were fairly ample, who had received and who transmitted as a heritage the finer physical fibre which accompanies, if it is not the result of, an advanced stage of intellectual development.

It may be said of these pioneers that only the brave ventured and only the strong survived. But their history is free from the uncouth—the cloddish. The story of their early struggles is not that of a brute force overcoming obstacles, but a mastery of nature by the arts of civilization. They plowed the soil, but they lived in dwellings—not huts. They not only built bridges but schools. While they were planting the first seed in their fields they were laying down the foundations of one of the most comprehensive and statesmanlike systems of state government in the country.

From such a stock came, in such an atmosphere was raised, William Lair Hill, whose individuality shines conspicuously amid a rarely brilliant throng—Harvey W. Scott, the scholarly editor of the Portland *Oregonian;* Judge George H. Williams, United States senator during the civil war and attorney general under President Grant; Rev. C. C. Stratton, D. D.; Reuben P. Boise; Judge M. P. Deady; Colonel J. W. Nesmith, member of Congress and United States senator; Senator E. D. Baker and many others enrolled among the brightest minds of their time.

It is no derogation to any of these to single out W. Lair Hill as typifying the age and the people among whom he lives. He is equally distinguished as scholar, lawyer and statesman. His gentle nature and modest lack of self-appreciation have endeared him to all who enjoy his friendship, while these virtues have perhaps stood in the way of the more meretricious honors which have been sought and won by men less worthy. Nevertheless he stands at the head of his profession in the Northwest country, and his judgment is ever appealed to upon questions of exceptional importance. With all his genius he has been paramountly a worker. He has had no faith in any road to success not made by individual effort; no faith in the value of a result not reached by independent research. His attainments are due, he insists, to laborious application, even his education, which is far reaching and comprehensive, having been acquired without the advantages of more than a very limited school training.

He was born August 20, 1838, on a plantation in McNairy county, in the southwestern part of Tennessee, on the opposite side of the river from a spot which afterward won a melancholy fame as the scene of the battle of Shiloh. His family were among the earliest colonists of the Carolinas. Two of his ancestors were officers in the revolutionary war, and his mother belongs to the family of Lairs, who left France in the days of religious persecution to find a temporary harbor of refuge in Holland, and thence became exiles for principle in the new land of freedom across the seas.

The father of Judge Hill, who was born upon the family homestead in the Carolinas, joined the early emigrants across the mountains who sought their fortunes in that wild and then unknown Tennessee which lay beyond the Blue Ridge. The father was a natural leader among a race of pioneers and was both physician and clergyman. The family remained in their new home until W. Lair Hill was about twelve years of age. When they left there the boy had received but a primitive training in the old-fashioned subscription schools incidental to the southern states half a century ago. He had the advantage, however, of such fundamental teaching as a thoughtful father and a mother of excellent worth afforded, and their benign influence is found potent throughout his career. "I have lived as honest a life as my environments seemed to allow," he said on one occasion, "mainly for the reason that according to my hereditary creed, one who is not at least indifferently honest cannot be very happy." In such terms of diffidence does he describe a life principle which is venerated in him as the purest and most incorruptible character.

His father undertook in 1850 the adventurous journey across the continent to California, but his inclinations were not attracted to the rough, rowdy life of mining camps which the virtuous and the vicious were alike compelled to endure as argonauts, and he prosecuted his search for a resting place into the more remote but peaceful recesses of Oregon. Returning overland delighted with the prospect held out, he closed up his business and taking all his family with him he once more crossed the plains and became an Oregonian in 1853. He assiduously practiced his profession but acquired an even greater reputation by his labors and his eloquence as a Baptist preacher. Here the family permanently settled and the beginning of 1890 found the father and mother enjoying the peaceful evening of a well spent life. They died within a few months of each other, the mother in August and the father in December, of 1890, at the ripe age of 83.

Their declining years were brightened by the happiness of their family, althou[illegible] they suffered more than an average loss. Of their six sons and three daugh[illegible] six children are living. One daughter is now Mrs. Mary S. Mark, of McMinnville, the other Mrs. Addie Thompson, of Albany. Besides W. Lair Hill, there are three sons living; Dr. J. L. Hill, a physician at Albany; Taylor, stockman in Cook county, Oregon, and George A., a lawyer, who left his home to practice in Seattle. The eldest son, Elijah, was killed in the Indian war of 1855-56, amost immediately after he had written a joyous letter home that the war was ended and he was about to return.

W. Lair Hill was a student by nature. He eagerly accepted the opportunity, such as it was, afforded by the district school, and later by the Jefferson Institute. His father with the liberal and progressive spirit general in Oregon, even in its infancy, labored for and finally succeeded with other congenial workers, in founding a college at McMinnville, long conducted under the presidency of Rev. George C. Chandler, whose daughter the young student subsequently married. For two years, from 1857 to 1859, Mr. Hill was a student at McMinnville. This was a period of incessant study and indefatigable determination to cover the field of erudition thrown open to him, and he left behind him an example of intelligent application which is still quoted to stimulate lads who follow him. At the time when Mr. Hill was nearing his majority, politics caused something more than mere party distinctions. The whole country was deeply moved by issues which were soon to be decided by the arbitrament of war. Dr. Hill was a Whig with pronounced convictions upon the questions of the day. His son was taught by precept, example and association, that maintenance of a principle and not ambition to hold office, was the mainspring of political force, and when he was but nineteen, his tongue and his pen were earnestly enlisted in the agitation which resulted in the birth of the Republican party.

Although a southerner by birth, young Hill became an ardent opponent of slavery, and he won his first spurs by antagonism to a constitutional provision authorizing the ownership of slaves in Oregon. When the state constitution was framed for submission to the electors in 1857, it had appended an alternative article providing for determination by the electors which the state should be, a free state or a slave state. During the short time between the action of the convention and the election at which ratification was necessary, Mr. Hill did yeoman service. The vote polled was 10,400, of which 7,700 was against the establishment of slavery, and Oregon began its existence as a free state. Immediately afterward Mr. Hill's services were called for in support of the movement which resulted in the election of Abraham Lincoln. It is a notable fact that Mr. Hill was at that time studying law in the office of George H. Williams, who afterwards became attorney general in Grant's cabinet.

Mr. Hill's career during the first few years of his manhood was tinctured by the uncertainty which turned so many lives from the lines originally laid down. In 1859, he began his independent maintenance teaching classes at McMinnville, and for a short time afterward was a country school teacher. His tastes led him to a study of the law, which he first took up in a desultory way in his leisure moments. He had the good fortune to secure entrance to a law firm whose members were excellent lawyers, and who afterward became famous. The firm was composed of George H. Williams and Addison C. Gibbs. Mr. Williams won marked distinction as United States Senator, and as attorney general in Grant's cabinet, and he will probably never be surpassed in his profession. Mr. Gibbs was hardly less distinguished by his administration as governor of Oregon.

Lair Hill was admitted to the bar in December 1861, and three years later when only twenty-six years of age, was appointed judge of Grant county. Before his elevation to the bench, however, he served for a time in the pay department of the army, and during 1862 was entrusted with the responsible and hazardous duty of conveying pay to troops stationed at Forts Yamhill, Hoskins, Umpqua, Dalles, Walla Walla, Lapwai, Boise and Colville. He served first under Major Benjamin Alvord, at that time paymaster of the district of the Columbia, but who afterward became paymaster general of the army. Major Alvord's successor in Oregon was Simeon Francis, at that time editor of the Portland *Oregonian*, an office which Mr. Hill, who served under him in the army, was later destined to occupy. Mr. Hill was adding to his fame at the same time by newspaper articles, whose pure English and incisive logic won the admiration of scholars, while they exercised a powerful influence over less critical readers.

At the close of his term as judge of Grant county, Lair Hill returned to Portland and practiced his profession until 1872, when he took editorial charge of the *Oregonian* and contributed greatly to make it one of the most powerful newspapers of the West as it has been ever since. The position he then placed it in, it has never lost, his successor, Harvey W. Scott, proving himself not less able and vigorous.

After five years of active journalism, during which he continued his indefatigable course of study, he was compelled by failing health to seek a rest. He selected the Dalles as a suitable location, and until 1886 he lived a life of incessant but better regulated energy, devoting all his spare time to addresses and lectures upon educational and social subjects. One of the finest memorials of his labor is the Wasco Academy at the Dalles, which became one of the foremost educational institutions of Oregon, and in the building of which he did perhaps more than any other man. The compliment was paid him of the degree of *Artium Magister*, conferred by the college of Forest Grove.

Judge Hill has often declined official honors. He was not tempted even by the unsolicited offer, made by President Grant, under most gratifying circumstances, of appointment as associate justice of the supreme court of Washington Territory. Later he was asked to accept a similar position on the bench of Idaho Territory, which he declined, but ventured to recommend a suitable man who was appointed to the place.

He did not shirk his duty as a citizen, however. "In all my laborous life," he is reported to have said, "the one simple fact of which I am proud is that I never 'flunked,' even when I thought the laboring oar in work or responsibility was unjustly given me." In 1880 Judge Hill took an active part in the presidential canvass addressing meetings all over the state of Oregon. In 1882 he was equally zealous in support of the Republican ticket at whose head was Governor Moody; and in 1884 his services were again called into requisition in advocacy of James G. Blaine's candidacy for president. In the campaign of 1888 he made speeches in California for Harrison.

His greatest achievement, however, is the effort of intellect and study which resulted in Judge Hill's admirable codification of the laws of Oregon, and later of Washington. In 1886 he went to San Francisco as code commissioner selected by the legislature of Oregon to compile and annotate the laws of the state. He prepared two volumes embodying the statutes with annotations of decisions in a code which is accepted everywhere as the perfection of legal accuracy and comprehensiveness.

The completion of this great work found Mr. Hill's health, never very robust, seriously impaired, and in the hope that change of climate would be beneficial he took up his residence in Seattle in 1889, at once occupying an exalted place amid a bar of able lawyers recruited from the foremost eastern ranks. The transition of Washington from a territory to a state necessitated radical changes in local jurisprudence, and to Judge Hill special attention was inevitably directed. Responding to suggestions of his professional brethren he commenced the publication of a series of articles urging the adoption of a judicial system which, in his own words, would make the state's courts a means of administering justice rather than the mere forum for technical disputation. His plan involves an entire revision and condensation of time-honored but cumbersome practice; it vests all jurisdiction, civil, criminal and probate, legal and equitable, in the same courts; abolishes terms of court and divests the machinery of justice of the cobwebs of antiquity—of technicalities which had survived conditions long obsolete. His thorough knowledge of constitutional law, his clear insight into fundamental principles, his logical accuracy in threading the labyrinthian mazes of the written and the unwritten law, enabled him to lay down rules of practice which were readily adopted so soon as impartial judgment took the place of firmly rooted usage.

At the first session of the Washington state legislature, Judge Hill was selected as commissioner to perform for that state the great service he had already rendered Oregon. To that task he bent his undiminished energy and at the next session, in 1891, he presented to the state a work upon which his reputation may securely rest. "I have always had too lively an appreciation of the littleness of all humana chievements—have seen too clearly 'what shadows we are and what shadows we pursue'—to have much personal ambition," he says, in one of his few modest references to himself. But the testimony of all competent to judge has assigned to W. Lair Hill a place amid the brightest and grandest characters of his time. Senator George H. Williams, himself a stalwart figure in his country's history, declared him unquestionably the ablest lawyer in the state. For thoroughness in the primary bases of culture, for extraordinary faculty of co-ordinate information combined with originality of thought, he stands supreme. Legal acumen finds expression in his writings devoid of technicality but phrased in classic English pure as that of Charles Lamb. He would have been a marked man among scholars, lawyers or statesmen anywhere; in the new world of the Pacific Northwest he is one of a peerless few.

ALFRED HOLMAN.

CONOVER, CHARLES T., is rather a youthful godfather, but he had the honor of officiating in that capacity for the State of Washington. He is the vice-president and treasurer of Crawford & Conover, real estate and financial brokers, and among other things handles the company's extensive advertising. Crawford & Conover have well earned the gratitude of the people of Seattle and the state at large, by their liberal and well directed efforts in advertising the advantages of the Pacific Northwest and its chief city, as a place for investment and settlement. Shortly after Washington was admitted to statehood, they published a large edition of an attractive work descriptive of the country. In casting around for an attractive title, Mr. Conover decided to make an effort to give the state a sobriquet and labeled the work "Washington, the Evergreen State." After the book was published, the sobriquet was accepted unanimously by press and people as the most fitting one possible, and even Governor Ferry and United States Senator Squire wrote pleasant letters predicting that it would be generally and permanently adopted. After a year's time it has become almost as firmly fixed as have the "Buckeye State," the "Keystone State" and other familiar appellations of sister commonwealths.

Mr. Conover is a newspaper man by training and was born in New York twenty-eight years ago. Left without parents but with a comfortable fortune when he was very young, he was able to follow his own inclinations and early in life decided to become a newspaper man. After finishing his education he became a reporter on the Troy (N. Y.) *Times*, and was afterwards connected with various New York State papers in an editorial position and as publisher. In 1884 he came west and spent the two following years in British Columbia, where he was engaged in the lumber business and in real estate ventures. His operations there resulted disastrously and he lost the most of his means. He then accepted a position on the Tacoma *Ledger*, which he resigned later to take the city editorship of the Seattle *Post-Intelligencer*. In the fall of 1888, he and Mr. S. L. Crawford, an associate on the same paper, resigned their positions and engaged in the business in which they still continue. The combination proved an excellent one, and now the name of Crawford & Conover is known from Seattle to Florida, and from Montreal to San Francisco. Their business has reached an immense magnitude, and no firm has a higher standing in their line in the Northwest. Early in the present year Crawford & Conover incorporated under the state laws with a paid-up capital of $500,000.

Mr. Conover is an excellent representative of the class of energetic and keen-sighted young business men who have been so prominently identified with the growth of Seattle in the past few years. He is considered a master of the art of advertising and is quiet in his tastes and habits. He is possessed of ample means and is largely interested in Seattle's material prosperity, and has property interests in numerous other points in the Northwest. He is a director of the First National bank of Seattle, a director and secretary of both the Seattle Instantaneous Fire Alarm company and the Washington Gamewell Auxiliary Fire Alarm company, a director in the King County Investment Company Number Two, the National Investment company, the Waterville Improvement company, and is interested in numerous other enterprises. He was the prime mover in organizing the Seattle Humane Society.

McDONALD, JAMES R., was born in Glengary, Canada, in 1844, and is of Highland Scotch descent. His father, Donald McDonald, was born in Scotland, but early in life migrated to Canada, where he engaged in farming. The early life of our subject was spent on a farm during which period he obtained the usual school advantages of a farmer's son. At the age of eighteen he secured a position in a mercantile establishment, devoting a year to this employment. He then went into the lumber regions of Michigan, where he was first employed in driving a team. By degrees he acquired an interest in the business, and within a few years he became an extensive operator in lumber. For some fifteen years he continued in this line of work in Michigan, meeting with a high degree of success, during which period he resided in the Saginaw valley. Later on, he removed to Detroit, Michigan, where he continued to reside until the spring of 1884, when, with his family, he located in Seattle, which has since been his home. About a year previous, however, he came to Washington, and was so much impressed with the great wealth of the timber of this region that he bought 10,000 acres of timber land in Mason county. He organized the Seattle Lumber company, of which he has since been secretary, which has one of the largest lumbering plants in Washington. He was also largely instrumental in the construction of some thirty miles of railroad built for the purpose of reaching the timber lands owned by his company, and is president of the road. With others, he organized the Seattle, Lake Shore & Eastern railroad, of which he was president until

George Donworth

the property was sold to the Northern Pacific company in February, 1890. Besides the interests named, Mr. McDonald is a stock holder in the Pacific Mill company, and is financially interested in other minor business enterprises but his time and attention is almost wholly devoted to the management of his lumber business, in which he has achieved conspicuous success. He is a firm believer in Seattle's future greatness, and no one more cheerfully contributes his share to every enterprise which has for its end the good of the city. While a consistent Democrat in political faith and always ready to aid in securing party success, he has no desire for political distinction and has always refused to become a candidate for public office. He is a man of hearty, jovial disposition, looks on the bright side of life and personally is deservedly popular.

Mr. McDonald was married in 1870 to Miss Harriet Felton of Bay City, Michigan. They have two children.

HEILBRON, GEORGE H., was born in Boston, Massachusetts, November 3, 1860. His preliminnary education was received at Dwight's grammer school, Boston, and Roxbury Latin school. In the fall of 1879 he entered Harvard college, graduating with high honors and special honors in political science in 1883. After graduating he entered Boston university law school, from which institution he graduated in 1886 taking high honors. During his term at the law school he was connected with the editorial staff of the Boston *Globe*. In the fall of 1886 he entered the law office of Swansey & Swansey, and while pursuing his legal studies in this office was admitted to the bar of Suffolk county, Massachusetts. In the spring of 1887 he came to Seattle and commenced the practice of his profession in the office of Burke & Haller. Three months later he assisted in the organization of the Guarantee Loan and Trust company, which was incorporated in July, 1887. He accepted the position of secretary of the company, and in 1889 was made manager, a position he still holds. He served one term as school director and since 1889 has been chairman of the Republican city and county committee, in which position he has rendered most efficient service to his party.

In 1890 Mr. Heilbron was appointed a member of the first board of public works under the new charter. At the present time this is one of the most important and responsible positions under the city government and Mr. Heilbron's selection attests the confidence in which he is held by the community. His appointment has been endorsed by the people irrespective of party lines, while with a rare unanimity the press of the city commended his selection.

In the business circles of Seattle Mr. Heilbron holds a position of power and influence which he has deservedly earned. He has displayed rare judgment in financial matters and in the management of the corporation of which he is the responsible head has been highly successful. Thoroughly progressive in his ideas, but still conservative and prudent, he is an excellent type of that young manhood which in the past has done so much for Seattle and upon whom the future prosperity of the city must largely depend.

Mr. Heilbron was married in January, 1888, to Miss Adelinda E. Piper, of Boston, Massachusetts. They have one child, a son.

BAILEY, WILLIAM E. Among the younger citizens of Seattle none have contributed more to the solid and substantial improvement of the city than the subject of this brief sketch. Coming to the city at a time when it most needed the infusion of capital and enterprise he liberally employed both toward the upbuilding of the city, being among the foremost to take hold of the work after the memorable fire of June, 1889. His undertakings at the time did much to restore faith and confidence, and the spirit he and others enkindled at this important crisis in the history of the city, has made possible within the space of less than two years the creation of a new city upon the ashesof the old such as challenges wonder and makes it conspicuous among American cities for the rapidity of its substantial growth.

Mr. Bailey was born in Harrisburg, Pennsylvania, February 10, 1860, and is a son of C. L. Bailey, one of the largest and most successful iron manufacturers of Pennsylvania. He was educated under a private tutor, with the exception of one year at Pottstown academy, until the age of fourteen, when he entered Phillips academy at Andover, Massachusetts. After completing the full academic course in 1878, he entered Yale college, from which institution he was graduated in 1882. After graduation he spent nearly a year traveling in Europe and upon his return home entered into business with his father, acting as secretary and treasurer of the C. L. Bailey & Co.'s iron works, and secretary of the Central iron works, being thus employed and gaining a valuable business experience, until October, 1888, when, partly for pleasure and also that he might become acquainted with the country, he made a trip west and visited Puget Sound.

After making upon his first visit a thorough study of the country, he became fully convinced that Seattle possessed the natural advantages which would ultimately make it a great center of trade and commerce. Acting upon this impression, he made large purchases of real estate, and after completing his travels in this part of the country he returned to Seattle in March, 1889, with the intention of spending the summer and winter here. After the great fire, which occurred in June following, he was among the first to take active steps toward the rebuilding of the city. It can safely be said, that but for his individual efforts the Rainier hotel, which was completed within sixty days after the signing of the contract, would not have been built. At the same time he commenced operations on what is known as the Bailey building, at the corner of Cherry and Second streets. This building is one of the most imposing in the city, being six stories in height and built entirely of stone. Throughout his residence in Seattle Mr. Bailey has been acquiring valuable business property and at the present time he is one of the largest real estate owners on Second street, one of the principal business streets of the city. He is also largely interested in several leading corporations of the city, being president of the Washington Territory Investment company; vice-president of the Guarantee Loan and Trust company, and a director of the People's Savings bank and the Seattle and Montana Railroad company. He is also sole owner of the *Seattle Press-Times*, one of the leading daily newspapers of the city.

Mr. Bailey, it will be seen, has acquired extensive interests in Seattle and has become thoroughly identified with the city's growth and progress. He is a man of great enterprise and with abundant means to carry out his numerous projects. He possesses naturally excellent business judgment, which, with his careful business training, has made it possible for him to be thorough master of all he undertakes. In a new and rapidly growing country he cannot fail to achieve well merited success, and this success will be gained in channels through which the entire community will be enriched.

DONWORTH, GEORGE, one of the younger members of the Seattle bar, but one who has already acquired prominence in his profession, was born in Washington county, Maine, November 26th, 1861. After receiving the educational advantages of the common and high schools of his native county, he, at the age of fifteen, entered Georgetown College, District of Columbia, from which institution he graduated in 1881. After graduation he commenced the study of the law in the office of an elder brother, John P. Donworth, at Holton, Aroostook county, Maine. In September, 1883, he was admitted to the bar, and immediately thereafter began the practice of his profession at Fort Fairfield, Aroostook county, Maine, where he remained until January, 1888, when he came west on a tour of inspection and with the determination of locating at some point. Upon reaching Seattle upon the last day of January, he was at once most favorably impressed with the city and decided to remain. He began practice alone and soon acquired a profitable business. In September, 1889, he formed a partnership with George Hyde Preston and Robert B. Albertson, under the firm name of Preston, Albertson & Donworth, which has since been continued. This firm has secured a valuable clientage and does a general practice, but their business largely relates to corporation practice.

Mr. Donworth is a Democrat in politics, and in May, 1889, was selected as the first president of the Central Democratic League of Washington. The best test of the appreciation in which Mr. Donworth is held, both as a lawyer and citizen, was his nomination and election as one of six Democrats in the non-partisan commission of fifteen to prepare a city charter for Seattle. This committee prepared a charter which has recently been adopted by a large majority of the voters of Seattle. Mr. Donworth, it will be seen, although but a recent arrival in Seattle, has already gained a prominence in his profession which gives promise of a career of usefulness and higher honor in the years to come. He was married in August, 1889, to Miss Emma L. Tenney, of Holton, Maine.

HASBROUCK, WILLIAM A. In the mercantile history of Seattle there are few instances of more rapid or more deserved success than attended the comparatively brief career of William A. Hasbrouck. Although he died in early manhood, before he had had time to carry out the plans he had projected, still, young as he was he had already become a well recognized factor in commercial affairs, and one of the best known and most popular citizens of Seattle.

He was born at Battle Creek, Michigan, September 11, 1859, and in the public schools of that place received his education. At the age of fourteen he began his business career in his native town as a clerk in the drug store of Grandier & Henman. One year later, at the age of fifteen, he entered the school of pharmacy at Ann Arbor, Michigan, where he remained for three years, graduating at the head of a class of twenty-two students and delivering the valedictory address. A few months after graduation he came west and located, first at Gold Hill, Nevada, where he entered the employ of Mr. A. B. Stewart, then a druggist of that town but now and for several years past doing business in Seattle. For four years young Hasbrouck remained at Gold Hill, acquiring an excellent business training and a thorough knowledge of practical pharmacy. At the end of that time, in 1882, he came to Seattle, where his former employer had become established in business. He entered his employ and for two years held a highly responsible position in his service. He then, in 1884, began business for himself, forming a co-partnership with Edward L. Terry, under the firm name of Hasbrouck & Terry They opened a store on Front street on the site where Mr. Hasbrouck was lately engaged in business. In 1887 Mr. Hasbrouck purchased Mr. Terry's interest and assumed full proprietorship. His business affairs were progressing finely and he had established one of the leading houses in his line of trade in the city when the memorable fire of June 6, 1889, visited Seattle. Through this catastrophe he suffered heavy losses. Undaunted by the disaster, he bravely began the work of retrieving the ruin fire had wrought. Within a few days after the fire he began business again on Second street, which store he continued to conduct after his old quarters on Front street had been rebuilt, enlarged and fitted up as one of the finest drug houses in the Pacific Northwest. Both of these establishments he was conducting with eminent success at the time of his death. On the eve of a career brilliant with promise, after heroic work in the face of many obstacles had placed him in a position of power and influence, and of responsibility, while life seemed bright, encircled with a happy family and the friendship of a host of friends, he was suddenly taken ill, and despite the efforts of medical skill and all that love and devotion could do, he died, after a lingering sickness of a few weeks, on September 21st, 1890. The entire community where he was so well known and beloved, received the announcement of his death with sorrow deep and sincere, while to his family and many intimate friends it was a personal affliction such as words cannot describe. The public press of the city paid warm tributes to his high character, his spotless integrity and splendid business qualifications, while the expressions of those who had known him long and intimately revealed how genuine was their admiration of his many attractive qualities of heart and mind. Said one man who had been associated with him for years: "Nothing but good can be said of William A. Hasbrouck. He leaves as clear a record as any young man I ever knew."

Starting in life a poor boy, Mr. Hasbrouck progressed step by step by his own unaided efforts until early in the morning of life he had created a large and prosperous business and laid the solid foundation of an enduring commercial enterprise. He was a man, not only of excellent business qualifications, but of great energy and intense application. His honesty was proverbial and he possessed the unlimited confidence of all with whom he was brought in contact. Personally, he possessed those qualities which drew around him a warm circle of friends, whose friendship he deeply cherished and as warmly reciprocated. He was earnest and sincere in all he did; a man of warm and generous nature; one who led a pure and upright life and who has left behind him the memory of an honest, manly man. In every relation of life he discharged faithfully and well his part and his life, though short in years, was fruitful in good deeds, and at no time and under no circumstances was stained by a single dishonorable action. One of whom this can truthfully be said, has lived a life worthy of emulation and such as entitles him to grateful remembrance.

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